

THE
RAILWAY CONDUCTOR.

VOLUME VIII.

1891.

CEDAR RAPIDS, IOWA.

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JAN. 1, 1891.



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Published by the



CEDAR RAPIDS, IOWA.

CHRISTMAS GREETING.



THE RAILWAY CONDUCTOR, with its last visit to the fifteen thousand homes in the United States, Canada and Mexico, for the year of 1891, extends to each and all of its forty thousand or more readers its best wishes for their future success and prosperity and to all a very Merry Christmas.

Before another issue reaches you, the old year will be numbered with the past, and a new year, with its hopes and fears,

its trials and triumphs will have been ushered in. May it be a happy one to each and every member of the Order and those near and dear to him. We also extend to our friends and Brothers in other organizations sincere congratulations on the success of the past, and we earnestly hope this Christmas with its benediction of "Peace and good will to all mankind" may witness the extinguishment of every vestige of dissension and discord between those who are natural allies, friends and brothers, and that the glad New Year may witness the initial steps that shall result in a confederacy of railway employees that will be lasting and beneficial.

And now a word to our readers: We are much gratified by the fact that of those who have received THE CONDUCTOR during the past year, a large majority have already enrolled their names for 1892, but we do not wish to lose a single one of those who have been of "the family." To those who may have been dissatisfied with us in the past, stay with us and by your support, advice and encouragement, aid in avoiding past errors and mistakes. To those who intend to have us visit them monthly but have waited for "a more convenient season," this is the last time THE CONDUCTOR will come to you until you subscribe. To each division of the Order and to our friends everywhere, please aid us in extending the circulation of THE CONDUCTOR by inducing your friends and neighbors to invest one dollar and let us make a "trial trip" to them for a year.

Note the liberal clubbing offers we make and if you wish any other periodical, we will get it for you with THE CONDUCTOR at a discount from the regular price. Again wishing all a Merry Christmas and a Happy New Year and hoping to greet you on many successive holidays, we remain,

Sincerely Your Friend,
THE RAILWAY CONDUCTOR.

THE RAILWAY CONDUCTOR.

VOL. VIII.

CEDAR RAPIDS, IA., JANUARY 1, 1891.

NO. 1.



Happy New Year

REMINISCENCES OF THE DISCOVERY OF GOLD IN IDAHO.

Now that the President has signed the bill admitting Idaho into the union, the forty-fourth star in our glorious constellation of States, it may not be out of place for one who, if he did not really give the name to this new State, first put that name in print, to record a page or two of its early history, and recall an incident that still makes his nerves tingle as he tells it.

Gold was first found, in that vast and trackless region now forming the new States of Washington, Idaho, and Montana, in the spring of 1860, by a small party of prospectors led by Captain Pierce on the spot where Pierce City now stands.

The writer, although not then of age, had read law and been admitted to practice under Judge Geo. H. Williams, afterwards President Grant's Attorney-General. And when news of the discovery of gold reached Oregon, I gathered up one law-book and two "six shooters," and set out on a ride of many hundred miles through the mountains for the new placers.

But as gold was not plenty, and there was no use for the law-book, because there was no law; and as there was an opening for a good and hardy horseman to carry letters and money to and from the mines, the writer and a young man by the name of Mossman soon had nailed up over the door of the only store as yet in that wild region, a sign which read: "Mossman and Miller's Express."

It was two hundred miles to the nearest post-office at Walla Walla. The lover of names will easily trace this Walla Walla back to its French settlers' "*Voila! Voila!*"

No man can look down from the environment of mountains on this sweet valley, with its beautiful city in the center, whose many flashing rivers run together and make it forever green and glorious to see, without instinctively crying out *Voila! Voila!* It is another Damascus, only it is broader of girth and far, far more beautiful. In this ride of two hundred miles there was but one town, Lewiston. Get your map now, and as you follow the story of the ride, fix the geography of this new empire in your minds, for it will be a grand land.

Lewiston, you observe, is at the head of navigation on the "Shoshonee" or Snake River, by way of the Columbia River. This word Shoshonee means snake. I

fancy you can almost hear the rattle of the venomous reptile as you speak this Indian word. The accent, as in nearly all Indian names, such as *Dakota*, *Iowa*, and so on, is on the middle syllable. In reading Longfellow's poems you will find he has preserved the proper pronunciation of *Omaha* by putting the accent where it belongs. And more than once this learned man reminded me that Idaho must be pronounced in the same soft and liquid fashion: *Idaho*.

In these long, long rides we changed horses from five to ten times daily, and we rode at a desperate speed. We used Indian ponies only, and usually rode without escort, with pistols ready at hand. Indians were numerous, but our fear was not of them, but of white men. In fact, the Indians were by far the most peaceable people we had to deal with. They always kept our "Stations," that is, the places where we changed horses and drank a cup of coffee. These Indians were of the Nez Percé tribe. It may not be generally known that these noble Indians were nearly civilized long before the renowned Chief Joseph (who fought the whole United States for half a year not long ago) was ever heard of. These Indians, under the direction of good old Father Spaulding, published the first newspaper that was issued west of the Rocky Mountains. They also printed some portions of the Bible in their own tongue, including many Psalms. Keep these facts of history as well as the geography of this great region in mind.

As before stated, we did not find gold plenty at first, and the "Express" did not pay. We two boys worked hard, took many desperate risks, and lived almost literally on horseback, with little food and with less sleep for the first few months. But suddenly gold was found as thick as wheat on a threshing floor, far away to the east of a big black mountain which the Indians called "*I-dah-ho*," which literally means, "mountain where light comes." I happened to be in Lewiston on my way to Pierce City with the Express, when the ragged and sunburnt leader of the party that had made the discovery beyond the Black Mountain came in. He took me into his confidence. I sent an Indian on with my express; and branching off a

hundred miles to the southeast, reached the new mines, took up "claims" and opened an Express Office before a dozen people knew of the discovery which was to give State after State to the Union. You will find the place on the old maps, and some of the new ones, marked "Millersburgh." But there is no town there now.

The gold lay almost in the grass roots, in the shallow surface, like grains of wheat. It was a high bleak place, densely wooded and intensely cold as winter came on. Greater discoveries lay further on and in kindlier climes, and broad valleys and rich cities receive you there now. But our story is of the snow and the stony steeps of Mount I-dah-ho.

Returning to Lewiston with saddle-bags nearly full of gold, I wrote the first published account of the discovery; and the new mines were naturally called in that publication, as they were called by all that excited mass of people from Lewiston on their way to the mines beyond the Black Mountain, the "Idahho Mines." The name, however, like that of Omah-ha, soon lost in the mouths of strangers its soft, sweet sound.—*Joaquin Miller, in December St. Nicholas.*

Intemperance and its Evil Effect.

"Whatsoever a man soweth, that shall he also reap."—*Gal. 6-7.*

It should be a favorite doctrine, that the laws of nature are retributive, so that every departure from right and soberness may be justly punished. If a man can control nature for his own good, it then follows that he may wrongfully control nature by intemperate habits.

Retributive justice generally follows intemperance with disease, pain and sorrow. It is like grand ideas, has slowly emerged from small beginnings and is constantly increasing in its magnitude. How its influence resists the many new resolutions and comes as a poisoning tornado to destroy the sacred interests of home, and throws a dark pall of want and desolation over those that are dependent for support. It is one of the greatest obstacles in the way of progress, physically and morally. It comes in such violent storms of desolation and woe that would seem to call on good christian men and women to rally for the rescue and salvation of those that have fallen through the evil influence.

God speed the day the women may have power at the ballot to make prohibitory

laws governing the sale of the monster demon, that so stealthily creeps into our homes to usurp all happiness, comfort and prosperity. How the hot wrath of a people's scorn would flush out against the mighty crime, and how swift and relentless would they handle it with their rugged and powerful discipline. America needs women who shall be true to the national welfare.

Law is the basis of the national life, hence, if true to its mission, there should be a prohibitory law as a safeguard to society and the rising generation. Society is the home of morality and moral duties grow out of social relation.

Good citizenship demands three principles: obedience, reverence and generosity. Without obedience, law is powerless, without reverence, the people become a mob, and without generosity, selfishness displaces every noble sentiment. They are important factors in education, reform, business and social progress; they add greatly to the world's culture, happiness and influence.

Life is an ocean filled with responsibilities; we accept it boldly and with courage and hope that we may attain a high purpose. We cannot tear aside the veil that hides the future from our view. The past we know; the present ever remains with us. We fear it not, but press bravely onward and upward. Life-long will be the labor of reform. We have put our hands to the plow, and shall never halt until the blighting leprosy of intemperance is wiped from our land, ere its poisoning fangs sink deep into the soil of American freedom. Vice rules the world, and it lies at our feet as a yawning maelstrom, waiting to claim its victims.

"A workman is known by his chips," so also is a rum-seller. He enjoys all the luxuries the land affords; himself and family are well and fashionably clothed, whilst his patrons leave their money with him, and many of them go to cheerless homes, carpetless floors, hungry children, unhappy wives, and desolation of all kinds, after a night's carousal, and get up the next morning with a sour stomach, a set of quivering nerves and a raging thirst that water cannot quench, and a gnawing hunger that loathes food.

This is having a good time. Stop young man, ere its too late. Think of the seed you are sowing and the harvest you will reap, for king Alcohol will assert his right, if patronized.

SILVER PLUME.

Still in a Bad Way.

Our friend, Sweet William, of Cedar Rapids, is now disturbed because the editor of the *Gazette* was not consulted as to the holding of the annual convention of the O. R. C. in Toledo. Usually the editor of the *Gazette* has more or less to say, as to what is or what is not done in Toledo, and he will now declare that he is heartily in favor of having the O. R. C. hold their annual convention in this city, and he will do all he possibly can to enertain the delegates, should they honor Toledo by coming here. The pleasure of the editor of the *Gazette* in meeting the delegates here, will however, be sadly marred by his failure to find among the visitors, his old friend, Sweet William, for that person will not then be a member of the Order, for he will then long since have joined his old partner, C. S. Wheaton, and his wrath against the men he could no longer fool, will be even more bitter than it was for nearly 10 years against the editor of the *Gazette*. He will then be in retirement, nursing his case, chronic belly ache.

If William fails to discover several nice little plots already concocted, which at St. Louis will bring to a termination his 12 years of deep, scheming, and treachery against friends and foes, he is less astute than many others who are not members of the Order. His star of destiny is sinking behind a mud bank, and our soul is filled with sadness when we remember that so soon the old firm of Bill & Call, general dealers in railway scabs, will be but a reminiscence.—*Railway Service Gazette*.

Not a Candidate.

We do not hear much of the religious views or denominational predilections of men in public life, but as a matter of fact these views and predilections are often very pronounced, albeit with statesmen who are not pillars in the church, or even sleepers in it.

Senator Vance, of North Carolina, unquestionably the champion story-teller of the Senate, has a broad stripe of Calvinism down his back, though he is not a communicant in the church. It is told of him that riding along in Buncombe County one day he overtook a venerable darkey, with whom he thought to have "a little fun."

"Uncle," said the governor, "are you going to church?"

"No sah, not edzactly—I'm gwine back from church."

"You're a Baptist, I reckon—now, ain't you?"

"No, sah, I ain't no Baptist, do most of the brethern and sisters about here has been under de water."

"Methodist, then?"

"No, sah, ain't no Mefodis, nudder."

"Campbellite?"

"No, sah, I can't errogate to mysuff de Camelite way of thinkin'."

"Well, what in the name of goodness are you, then?" rejoined the governor, remembering the narrow range of choice in religions among North Carolina negroes.

"Well, the fac' is sah, my old master was a Herruld of de Cross in the Presbyterian Church and I was foch up in dat faith."

"What! You don't mean it? Why, that is my church."

The negro making no comment on this announcement, Governor Vance went at him again.

"And do you believe in all of the Presbyterian creed?"

"Yes, sah, dat I does."

"Do you believe in the doctrine of predestination?"

"I dunno dat I recognize de name, sah?"

"Why, do you believe that if a man is elected to be saved he will be saved, and that if he is elected to be damned he will be damned?"

"Oh, yes, boss, I believe dat. Its gospel talk, dat is."

"Well, now, take my case. Do you believe that I am elected to be saved?"

The old man struggled for a moment with his desire to be respectful and polite, and then shook his head dubiously.

"Come, now, answer my question," pressed the governor. "What do you say?"

"Well—I tell you what 'tis, Marse Zeb; Ise ben libin in dis hyah world nigh on sixty years, and I nebber yit hyard of any man bein' 'lected 'doubt he was a candidate."—*New York Tribune*.

African Pigmies.

Their villages, situated under the imprevous foliage of a clump of trees to be found near the locality where they propose camping, struck us as being comfortable, snug, and neat. I have seen ninety-two huts in one of these villages, arranged in a circle of about fifty yards in diameter. The pigmy camps are generally found at

the crossways, where two or more paths intersect, and are from two to three miles distant from agricultural settlements. Our anxieties always lessened on meeting them, for the more paths we found, the more assured we were of food, and the roads improved.

Sometimes these forest-villages were planted midway between parallel lines of settlements. A short walk from our camp through the woods, north or south, would take us to plantations large enough to supply a regiment with food. One time we came to a group of dwarf villages whence a broad path six feet wide communicated with another group three miles distant. This road was a revelation. It informed us that the tribe was more than usually powerful; that it was well established; that the chief possessed power, and was permitted to exercise it. Outside of the great kingdom of Uganda we had not seen in Africa a cut road longer than half a mile.

The huts in every pigmy camp were of a tortoise-back figure. The doorways were not more than three feet high, and were placed at the ends, one being for daily use, and the other, which fronted the bush, for escape. Those for constant convenience looked out on the circular common and pointed to the center, where stood the tribal chief's hut, as though the duty of every household was to watch over the safety of him who ruled the community. We rarely found a hut higher than four feet six inches. In length they varied from seven to ten feet, while the width would be from four and a half feet to seven. In what appeared to be old-established camps we found rough cots, constructed a few inches above the ground, after the style of our own forest couches. Several layers of phrynium leaves make a luxurious bed.

* * * * *

When we first encountered the tribes who fought with poisoned arrows, we were not prepared to be greatly impressed with the danger, but we received a severe lesson in August, 1887, during a fight with the Avisibba savages. Young fellows, inspired by the example of Lieutenant Stairs, R. E., rushed with brave homicidal intentions to the front, and the tiny arrows sailed in showers past them; but some of them found their intended billets and were arrested quivering in arms and shoulders. With contemptuous smiles the young men drew them out and flung them away, and

some continued answering the savages with rifleshots, while others sought the surgeon, bearing with them the arrows with which they had been wounded. When the day's fight was over, of course we had more leisure to examine the missiles, and our anxiety was great when we observed that they had been freshly smeared with a brown, gummy-like substance which emitted a subtle, acrid odor, with a suspicion of asafœtida in it. The arrows seemed to have been plunged into a pot containing a goodly quantity of resinous substances, and twirled around in it and well soaked, and then lifted up in a bunch and covered over with a banana or a piece of phrynium leaf. Quivers full of the arrows showed us that the weapons were considered by their owners to be dangerous, for those so smeared were tied together, head downward, and apart from the others.

Yet the wounds made by these slender arrows were mere punctures, such as might have been made by finely pointed butchers' skewers, and being exceedingly ignorant of the effect, we contented ourselves with syringing them with warm water and dressing them with bandages. In some instances affectionate men sucked their comrades' wounds, to make sure that nothing of the substance should be left to irritate them. In no instance was this method of any avail. All who were wounded either died after terrible sufferings from tetanus, or developed such dreadful gangrenous tumors as to incapacitate them from duty for long periods, or wreck their constitutions so completely by blood-poisoning that their lives became a burden to them.—From "The Pigmies of the Great African Forest," by Henry M. Stanley, in January *Scribner*.

Libeling Railroad Men.

The New York *Herald* libels a meritorious class of men when it asserts that "the bad financial condition of the western roads is owing to the reckless methods of managements by which freight agents in their frantic greed for the carrying trade have carried under cost and fought for passengers almost at the passengers own tariff."

That is a gross and insulting libel. Let there be no confusion on the point of responsibility. It is the financiers and manipulators of railroads, not the men who operate railroads, who are to blame for the unsat-

isfactory condition in which railroad companies find themselves to-day.

The officials who fight and scheme and organize for freight and passengers are not the persons who control the policies of the companies. They indeed appear to the public as if they did control, but they are absolutely powerless. As a matter of fact the policies of all the great railroad corporations have been in direct opposition to the judgment of the practical railroad men for many years, and the latter are not given a chance. They fight and scheme for business, because the real managers compel them to strain to maintain a false and fraudulent capitalization.

The real practical railroad men of this country are driven by heartless taskmasters who compel them to make bricks without straw. The taskmasters, however, have gone too far. So excessive is the false capitalization, the watered stocks and fraudulent bonds, that for each road to maintain the same it has to steal not only from the public by exorbitant rates, but from the other roads. The owners of the roads, or the manipulating rings of owners, have thus practically brought about a situation in which the men who operate the roads have been compelled to cut rates.

It is a high outrage to now accuse the freight agents and other practical railroad workers of responsibility for a situation of which they, in common with the general public, have been and are the victims.

What the *Herald* says about the roads carrying business "under cost" begs the whole question. It assumes as a part of the "cost" returns upon the immense amount of false capitalization which has been saddled on the roads. The practical railroad men would have no trouble to earn a splendid return on the "cost" of the roads, even including therein princely profits to the promoters of railroad enterprise. If left alone they could do this without secret cutting and all the tricks to which their masters have forced them.

The practical railroad men have simply failed to find honest means for making successful the colossal dishonesty represented by false and fraudulent capitalization. The men who created the false capitalization, and who now control the roads, are trying to find a new method of achieving success. It remains to be seen how far they can succeed. But in the meantime let the practical railroad men have their dues.—*Sioux City Journal*.

A Quarter of a Century.

When one reaches the twenty-fifth anniversary of his wedding day, he surely has good cause to feel proud, and A. S. Parker, the jovial and accommodating gentlemen who stamps tickets at the C. & G. T. depot, is one among the few who claim the privilege. The anniversary occurred Saturday evening, and Mr. and Mrs. Parker celebrated the event in an appropriate manner and invited a number of their friends to assist them. The bride and groom of twenty-five years ago received their visitors at their comfortable home, 111 Fremont street, and the guests, who numbered seventy-five, passed a most enjoyable evening. Euchre was the chief source of amusement, and there were several interesting contests. At a late hour the host and hostess served an elegant supper, which was composed of everything good that could be prepared by dainty hands. After supper cards were resumed, and the house was kept ringing with merry laughter until a reasonably late hour. Mr. and Mrs. Parker were the recipients of a fine display of silverware from their numerous friends, and several who were unable to come from abroad sent regrets and tokens of remembrance. The affair was a notable one in the lives of Mr. and Mrs. Parker, and they will look back upon the celebration with great pleasure.—*Battle Creek, Mich., Daily Moon*.

I Know Not.

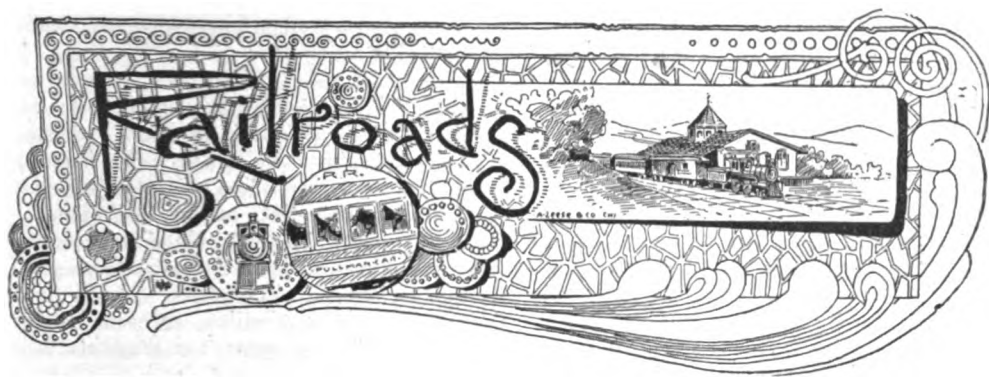
BY LAURA BELL.

I know not when, on the heaven blue sea,
The boat of death shall be launched for me;
When the heart shall falter, the brain shall reel,
And the active fingers cease to feel;
But I know some time, on the other shore,
The bark shall be anchored for ever more.

I know not how the change shall be,
Through what black waves of misery,
What clouds shall gather, or storm waves beat,
Ere the outward voyage shall be complete;
But I know when the pain of the voyage is o'er,
I shall pass through tempest never more.

I know not why I am waiting here,
And what shall be "doth not yet appear,"
But I know some time the Lord shall call—
Without whose notice no birdlings fall—
And in pain or pleasure, toil or rest,
I shall be as his wisdom seemeth best.

—*Good Housekeeping*.



DON'T.

Don't think that the present improvement in the Westinghouse automatic brake apparatus isn't necessary, that the old automatic was good enough. It wasn't, and we'll vouch for it. Some day you'll agree with us just as you did after a season when the old automatic took the place of the straight air brake.

Don't get impatient when you think the brakes are not operating to your liking, and blame them with containing defects which may exist only in your imagination. It may be that you are not so skillful in handling the brakes as your neighbor. Think a little when such a trouble is upon you. You may find the remedy and learn something more than you already know.

Don't blame the fault on the brakes "failing to act," in an accident which may happen your train. It's wonderful how well they acted, and as usual just *before*, and *after* such disasters, when anything was left of the train to make a subsequent trial. Somebody might discover this. Maintain your air pressure properly, apply brakes in a reasonable season, and you'll stop promptly as usual. *The Westinghouse automatic brake don't fail to act if you have done your duty.*

Don't cut out your driver brakes imagining they are causing your driving boxes injury. This reasoning was exploded long ago. Keep up your wedges, and you'll have no trouble, we assure you, and you'll have a valuable stopping device which you may some time need. Don't use your driver brake as an emergency device only. You may some time in an emergency not have time to get it to work, or may forget it is on your engine. *Instances of this kind have been known to occur.* Cut it in and use it in conjunction with train brakes *always*. Your train will stop ever so much quicker. It will also probably occur to you that if you do not, the cars you are hauling will have to stop your engine.

Don't reverse your engine when the driver brakes are applied. If properly designed, they will give all the resistance to revolution the driving wheels will comfortably bear. Retardation of movement is less with sliding wheels than when revolving with brakes applied.

Don't start the pump with a hurry. Give it time to warm up a little to its work, and get a little pressure for the air piston to cushion on. It's remarkable what good results you can get from the pump, with a little care for its welfare.

Don't put a quart of bad oil in the air cylinder, when a spoonful of good oil, that won't gum, will do just as well, and put it in at the proper place, not the suction openings. Air passages stop with poor oil, and some time when you don't want it to, your pump may get hot for you.

Don't fail to have the round house people look after the repairs of your pump when required; it's not very frequent, but will save money to the company you work for.

Don't crowd the pump and attempt to make it do in a minute what can just as well be done in five. It may resent this treatment some time.

Don't fail to keep the piston stuffing boxes of your pump packed nicely. It prevents the condensation entering the air cylinders and main reservoir. Drain the latter occasionally. Water takes up room better occupied by air.

Don't imagine you must have 100 lbs. of air or more, when 70 will produce the greatest braking force the wheels will bear without sliding, if the proportions of the brake gear are properly calculated. This you can readily ascertain to your satisfaction, by making use of the simple rules contained in the instruction book. If they are not, call the attention of the proper official to the matter.

Don't imagine you can stop a long train of cars by operating the brakes on a few of the head

ones next the engine, in as short a distance as if the entire number of the cars in the train were fitted with brakes, and because you can't, increase your air pressure in an attempt to do so. Half a dozen to ten cars braked will handle a train of 25 to 40 cars quite nicely on ordinary grades, if properly used, but they can be made to do so much and no more.

Don't attempt to stop a train in a few feet, when you have several hundred in which to do it, and no danger impending.

Don't set up the rear of a train by applying the brakes suddenly at the head end in an ordinary stop. It's so easily done in the right way, and pleasanter to the crew in the caboose. Apply the brakes gently until you have the slack of the train against your engine.

Don't have leaky air pipes around your engine or cars. It isn't economical any more than if so much steam were blowing away, and then it is hard on the pump.

Don't use small main reservoirs on your engines. Big ones don't cost much, if any more, and they hold a lot more air and the brakes operate better with plenty of it. If you can't find room for the big one, you can for the two smaller ones. Don't put the main reservoir on top of the tank. It isn't good practice and you'll regret it some time in winter weather.

Don't think that your old friend, the three way cock, is going to survive always, just because you are used to its ways, and you are just a little loath to try something better in the new brake valve. You'll get used to the new one shortly, and it is really needed as the injector was when it took the place of your pump. Don't you remember what you said about the change? Injectors are a good thing *now* aren't they, since you are used to them?

Don't fail to pull the handle of your brake valve to "running position," a reasonable time after you've released your brakes. An excess pressure of twenty-five lbs. in the main reservoir comes exceedingly handy when you have a long train. It's a good thing with short trains as well.

Don't always blame the trouble on the brake valve, if, because of leaking air pipes, you can't keep the brakes off in "running position." Have the leaks stopped.

Don't blame the mechanism of the brakes as being the primary cause of triples "sticking" in ordinary practice. We'll assume for the sake of argument, they do sometimes fail to release, but did it ever occur to you that it might possibly be caused by your peculiar method of operating the brakes, or that your main reservoir was too small? With a fair show triples don't "stick." Don't

argue to the contrary. The facts asserted can be demonstrated.

Don't "cut out" the brakes on any cars in the train unless there is something wrong with the brake gear. Even then a little thought and judgment may enable you to apply the remedy. Operate them all. There's just a little trick in doing it on a long train but you can learn it easily if you will only try. Here is where the excess pressure comes particularly handy, and helps you out. Besides, you can stop quicker.

Don't fail to call the attention of your crew and the inspector to any defect that may exist in the brake gear or apparatus, sufficient to render it inoperative, and that you can't remedy. Prompt repairs may be possible and save you some future anxiety.

Don't get excited because the grades are a little steep. Keep cool and your wits about you, a good supply of air in reserve, *use it judiciously*, and don't fritter it away by unnecessary applications and release of the brakes, and you are perfectly safe on the steepest grades of the ordinary railway.

Don't apply the emergency brake except when it is absolutely necessary. The effect of so doing is especially disagreeable to passengers, when you are creeping up to a water crane or a coal chute, and they talk about you, while your passenger department promised them a smoother ride than via the other route. You can make smoother stops if you try.

Don't make more than one application of the brakes in stopping at a station, or two at the very outside. Your passengers also notice this, and make observations on your skill. The traveling public are very knowing and critical these days.

Don't exhaust train pipe pressure to zero in applying brakes. It don't do any good. They are on as hard as they can be applied long before this and you waste the difference in air. If you've been addicted to this practice in the past, now is a good time to reform. Somebody who knows better will find out your practice and tell it as a joke on you at the round house or lodge room.

Don't leave a terminal station until your brakes have been thoroughly tested, and you are sure they are operating throughout the entire train. Instances *have* occurred when somebody neglected his duty, and didn't open a stop cock which you found out only when you attempted to make your first stop. It's better to stop a minute in testing brakes before departure than to muss up things and block the road for several hours, longer perhaps, as the wreck crew may be engaged elsewhere.

Don't fail to take up the slack in the brake

gear when necessary. If you don't, you can't stop as quickly, and it takes more air when the pistons bottom on the front ends. If your brake gear is weak and contributes to this defect, stiffen it up. It pays to do so, and wooden brake beams are out of date. Metallic beams are cheaper in the long run and better.

Don't think because a six-wheel truck car has an air brake on it, and shoes acting only upon four pairs of wheels, it can be stopped as quickly as a four-wheel truck car. It won't, but it can be made to, if shoes are applied to all of the truck wheels, as they ought to be, and it's safer.

Don't fail to clean the triple valves and cylinders occasionally. How often, depends upon what goes into the train pipe. Keep out foreign matter, which *should not* get there, and will not if some of these don'ts are observed, and you needn't clean them for quite a long season. A half gill of good oil will answer the brake cylinder better than a quart. Economize.

Don't fail to hang up the brake hose in the "dummy" when you uncouple it. Your road may be sandy, and sparks are sometimes thrown by the engine. We've found lots of this stuff in triple valves. It don't do them any good, and annoys the fellows who have to clean them. It's a good idea to blow out the pipes with steam and ease out the fins at their ends before putting them up. It will save you lots of trouble later on.

Don't use the conductor's valve except when absolutely necessary, and then close it immediately after stopping the train, *and before you do anything else*. We suppose you have the cord attached to its handle, traversing the whole length of the car. If you haven't, better make it that way. Cord don't cost a great deal, and it's sometimes handier to pull it from the other end of the car.

Don't for a moment think we are unaware of the fact that the brakes release just a little slower than you think they ought. Did it ever occur to you that there was a purpose in having a retarded exhaust of the air in releasing brakes? There is, and a good one. If there wasn't the exhaust ports would be made larger. Handle the brake properly, and it will release in good season for you.

Don't think, in reading this chapter of "Don'ts," we are finding fault with you. It's the other fellow, who don't know as much about brakes as you do; and then there's some good advice for him, which, if heeded, may save him a lot of worry sometimes.

Don't fail to let us know when anything serious the matter with your brakes, that you can't quite size up to your own satisfaction; we'll try and do it for you. It's a pleasure to us, and won't cost you anything.

Don't alter our standards. We sort of lose the

sense of responsibility when you do this, and it is believed these are about right now.

Don't use so-called safety valves in any of the brake appliances to blow off any surplus pressure. Such a practice is wasteful and dangerous. Give the governor a little attention occasionally, and it will restrain the pressure to the right figure.—*Westinghouse Instruction Book.*

Association of Railway Employees.

MEMBERSHIP.

Employés of the Transportation Department of the Railways of the United States, Canada and Mexico, may become members, to wit: Conductors, Engineers, Firemen, Brakemen, Baggage-men, Switchmen, Agents, Operators, and Track Foremen.

OBJECTS.

First.—*To cause an increase in and to prevent a decrease of the wages paid to members, and to reduce the number of hours to constitute a day's work.*

Railway Managers whom approached with requests for an increase in the pay of employés, almost invariably, reply that "we cannot afford it." They generally are silent as to the reason why they cannot afford to be at least just, to those from whose labors they are able to pile up for themselves and a few other favored ones such immense fortunes as have of recent years been accumulated by the Vanderbilts and Goulds.

The true reason why they cannot afford to grant fair and just compensation to employés is that an increase of wages will prevent big dividends being paid upon the great amount of stock that every railway carries, for which nothing was ever paid into the treasury of the companies. To pay large dividends upon this "unearned capital" it is necessary to keep down the wages of employés to the lowest scale.

Labor agitators frequently talk about "watered stock" but they seldom know what they themselves mean by "watered stock" or if such a thing actually has existence.

To place beyond any question the fact that "unearned capital" does exist and that to this, to a large extent is due the seeming inability of railway companies to advance to a fair standard the wages of their employés, the following is given as an example of how "unearned capital" is created.

Of the more recent and prominent lines of new railways, is the Chicago, Burlington & Northern R. R. This company owns 342 miles and carries bonds and stocks amounting to \$22,000,000 or \$64,000 per mile.

Those familiar with the actual cost of railway constructions, know that a similar line may be built at not to exceed \$30,000 per mile, and then leave at least one million dollars as profit to the projectors.

It may be best to explain how these matters are manipulated to secure the difference between what would be a fair cost of the road \$10,260,000 and the amount \$22,000,000 that road is endeavoring to pay dividends and interest upon. In this case, it may be noted that a fair estimate of the actual cost of the road \$10,260,000 and the amount it is made to carry 22,000,000, gives the "unearned capital" of \$11,740,000.

This is how the thing is usually carried through. The bonded debt of the company is \$12,895,000 and stock \$9,194,000, total in round numbers \$22,000,000. These bonds are placed in the hands of bankers who dispose of them, charging for what they call "discounts and commissions" 20 per cent \$2,569,000. Now what the company gets out of the sale of these bonds is \$10,326,000, which is all the money, that generally goes into the first construction of the road. The stock \$9,194,000 is divided around with the projectors, promoters and bankers, and for which there is nothing paid.

In this transaction, the "unearned capital" is the "discounts and commission" \$2,569,000 and the capital stock \$9,194,000, total \$11,763,000. To pay interest and dividends on this will, at five per cent per annum, require \$588,150 or a sum equal to the total payrolls of that company, one half of which if paid to the employes would increase their wages by one-half more than they now receive. The Chicago, Burlington & Northern R. R., is not an exception to the general rule, and is quoted only as an example.

Below is given the amount per mile of bonds and stock that some of the prominent roads carry:

Chicago & Eastern Illinois.....	\$ 68,000
Chicago, Rock Island & Pacific.....	53,000
Cincinnati, Indiana, St. Louis & Chicago	106,000
Delaware, Lackawana & Western.....	93,000
Lake Shore & Michigan Southern.....	103,836
Louisville & Nashville.....	60,819
Michigan Central.....	106,418
New York Central.....	200,000
Nickle Plate.....	99,281
Erie.....	308,410
New York & New England.....	109,722
Pennsylvania R. R.....	414,472
North Pacific.....	78,784

The average of all the railroads in the United States is \$54,000 per mile or about double what they actually cost.

Another great factor in reducing wages, is the constant warfare between the different roads. Mr. Jay Gould has just published a letter in the New York papers, showing that the demoralization of rates this year among the south western roads has cost those roads \$22,000,000. This large sum of money was uselessly squandered, yet

one quarter of it, if paid to the transportation department of those roads, would have doubled the pay of those men. Should those men make a demand for an increase of even ten per cent, how strongly would the demand be resisted, but if owing to the recklessness of these managers in uselessly destroying the revenues of the roads, these earnings show a decrease that threatens to prevent the payment of interest or dividend on the "unearned capital" how quickly it is decided to economize, when down goes the rate of pay to these already underpaid employes.

To the intelligence and courage of members of the transportation departments is due the fact that so many millions of human beings and hundreds of millions tons of freight are safely transported each year, from which earnings are secured to pay large dividends not only on the money actually invested in the railways, but upon this larger amount of "unearned capital."

Consideration being had to the above facts, it does not seem unjust that the members of this association should "right this wrong," as "they can if they but will it," and secure for themselves just and fair compensation, nor should the railway corporations decline to grant this justice.

Second.—*To require railways to adopt proper safety appliances and reduce the risks to the life and limb of employes.*

There is no calling in the world, in civil life, where the risks are so great as in the transportation department of a railway. The losses in battle during the last war was not much greater in proportion to the number engaged than is lost each year among the trainmen of this country. During the year 1889 there were 1179 trainmen and 229 switchmen killed, and 11301 trainmen and 2115 switchmen injured in the United States, making a total of 14,824 killed and injured. At this rate, it will take but eleven years to slaughter all of the train and switchmen now employed in the United States. Including all classes of railway employes there were killed and injured in 1888, 22,218 and in 1889, an even 22,000, and of this number there were 10,548 killed and injured from coupling cars, falling from trains and collisions. These figures give a strong emphasis to a demand for better and safer appliances.

There is no country in the world that can produce such a terrible record as this. Were there a necessity for this sacrifice of human life, it might be borne with greater patience.

There are practical automatic car couplers, that will do away to a great extent with the necessity of men going between the cars; there are air brakes for freight trains, the use of which will greatly

reduce the liability of collisions, and there are practical safety frogs, that will prevent men at work in yards and at stations from getting their feet caught in them.

So long as employes fail to take action to prevent this useless slaughter among themselves, just that long will managers show the same disregard to the lives of their employes.

Third.—*To secure an agreement with railway companies for proper compensation to members when they are injured and to their families in case of death, when in the performance of duty.*

Fourth.—*To organize a legal department to care for and look after all just claims against railway companies arising from the injury or death of a member while in the discharge of duty, and injury to character by reason of discharge and disgrace arising from the "spotter system."*

Until the object of clause third is accomplished, it is intended that the legal department shall look after, bring suit and fight through the courts, free of cost to the individual member and his family, all just claims arising from an injury to or death of a member.

Under the present conditions few members are financially able to meet these corporations in the courts. The result is, that rather than pay lawyers and court fees, they accept settlements that are in no ways just and more frequently get nothing.

The railways carry insurance on their locomotives, cars, station, round house, and shop buildings, why should they not insure the employé? Just so long as railways refuse to use every practical safety appliance to prevent accident, it is the duty of the employes to insist on full compensation for all damages they receive. In this country there is one train man injured out of every twelve employed. In England there is but one in thirty. With the appliances that are at hand in this country, our train service could be made much safer than it is even in England.

Railway employes, when discharged by reason of reports made against them by "spotters" seem to shrink from the cost and annoyance of a suit for damage against both the railway company and the detective agency. A man of good character, one whose neighbors are his friends, can go before a jury in his own community with a strong chance of securing a verdict in his favor, particularly when the only evidence brought against him is that of a "spotter" whose character is unknown to the jury and court, or if known will usually be found bad. The fight of this association against the "spotter" will force him "to go." This star chamber system is obnoxious to the American sense of justice and if once determinedly met will be discontinued.

REMARKS.

This association is intended to be independent of all other orders among railway employes, and does not look to a federation of the existing orders, most if not all, having an insurance bureau or department, the value of which is almost incalculable and should be maintained and kept up.

The policy of existing orders seems to be of a defensive rather than of an aggressive character, to put up with existing evils rather than to take action to put an end to them, and are combative only when the evil or injustice becomes unbearable, and when once aroused to battle, they have almost invariably displayed such want of generalship or forethought, and such lack of discipline, that they are defeated and their great strikes degenerate into riots and mobs.

This association is intended to be aggressive—to demand—to fight—to secure all and everything that in justice and rights belongs to its members. —*"To ask for nothing but what is right, and to submit to nothing that is wrong."*

The plans and purposes are laid on strictly business principles. It will not have, nor carry on strikes, at least, in the manner and way that is now usual. There will be no attempts at train wrecking—attacks on supposed enemies—attempts to delay and stop traffic—riot and bloodshed, bringing disgrace and just public condemnation.

For any labor organization to succeed, it must have the public sympathy on its side.

The objects of this association, will demand the honest sympathy and support of the American people, provided the accomplishment of them is gone at in an orderly, legal and business-like manner.

Labor is the creator of capital, and if labor is properly organized it can control capital.

It is a law of nature that the creator of a thing, shall, under proper conditions, control the thing created.

A mechanic may create a locomotive, and, by neglect to properly attach the throttle and reverse levers, be carried to death, but with proper application of appliances, it becomes as a child in his hand.

Two important questions that present themselves in the organization of an association of this kind, are

Can it succeed in the accomplishment of the objects for which it organized? and

Will it pay?

To the first question, it is only necessary to say that it would not be prudent to promulgate in an article of this sort, the plans of such an organization, but they will be explained to those in interest at the proper time. The originator of the plan and policy is one who has had a large and

THE RAILWAY CONDUCTOR.

varied experience in railway and financial matters, and has given the railway labor problem a large amount of study. During the recent Knight of Labor troubles on the New York Central, where strikes were the topics of conversation, this gentleman sitting in a banker's office on Wall street, outlined a plan of organization by railway employees, which the bankers present declared if put into effect, it would put every road at the mercy of its employees.

Curious to know, the opinion of railway managers, he at a managers' meeting, outlined the plan to a few, each of whom declared it to be *in-vincible*.

To the second question—will it pay?

The total pay rolls of the employees who are open to become members of this association amounts to about *one hundred and sixty million dollars* per year. An increase of but 10 per cent. will give them *sixteen million dollars*.

In 1889 there were 1,408 train and switchmen killed. If the families of each of these were to receive \$2,500 each, it would "keep the wolf from the door" for some time, and would bring to those families \$3,500,000.

In these two items alone the employees and their families would be benefitted to the extent of *nineteen and one-half million dollars*.

This is a sum two and one-half million less than what Mr. Gould says the Southwestern roads have this year squandered in rate wars. This being the case, in order to meet this expenditure, all that managers need to do is to stop fighting.

To accomplish all the objects herein outlined, and to bring to employees even greater profit than is herein mentioned, will require from them but a small percentage of the additional money that they will secure from one year's success.

The New York, Chicago & St. Louis Schedule.

GENERAL SUPERINTENDENT'S OFFICE.

The following rates of pay of Conductors, Baggage-men and Brakemen, and rules relating to the work, will be in effect from November 1st, 1890:

PASSENGER TRAINS.

RUNS.	CONDUCTORS, PER TRIP.	BRAKEMEN, PER TRIP.	BAGGAGEMEN, PER TRIP.
Buffalo to Bellevue, or reverse, 248 miles.....	\$6.20	\$3.15	*\$2.70
Bellevue to Chicago, or reverse, 275 miles.....	6.40	3.25	3.60
Cleveland short runs.....	3.85	2.10	2.15
Cleveland to Bellevue and return, 130 miles.....	3.85	2.10	2.15
Bellevue to Fostoria and return, 64 miles.....	3.00	2.00	2.15
Cleveland to Chicago, or reverse, 340 miles.....	.....	.....	4.00

* Six trips per week.

THROUGH FREIGHT TRAINS.

DISTRICTS.	CONDUCTORS, PER TRIP.	BRAKEMEN, PER TRIP.	OVERTIME.
1st. Buffalo to Conneaut, or reverse, 114 miles.....	\$3.25	\$2.15	After 12 hours.
2d. Conneaut Bellevue, or reverse, 132 miles.....	3.60	2.40	" "
3d. Bellevue to W. Ft. Wayne, or reverse, 124 miles.....	3.60	2.40	" "
4th. W. Ft. Wayne to S. Island or reverse, 140 miles.....	3.75	2.55	" "

TURN AROUNDS.

Turn around trips will be computed as separate trips each way, and will be paid, for six (6) hours or less, one-half district rates; over six (6) hours and less than twelve (12) hours, full district rates; leaving time on return trip to be computed from arriving time at turn around point, except that where round trip distance is less than sixty-five (65) miles, half district rates will be paid for six (six) hours, and under twelve (12) hours, full district rates will be paid. For the short turn arounds referred to in the exception, for switching or waiting at turn around points, overtime rates will be paid; the overtime allowed not to be counted in the road time. Bellevue to Fostoria and return, or reverse, is to be included in the exception.

LOCAL FREIGHT TRAINS.

DISTRICTS.	CONDUCTORS, PER TRIP.	BRAKEMEN, PER TRIP.	OVERTIME.
1st. Buffalo to Conneaut, or reverse, 114 miles.....	\$3.50	\$2.60	After 12 hours.
2d. Cleveland to Conneaut, or reverse, 67 miles.....	3.25	2.25	After 10 hours.
2d. Cleveland to Bellevue, or reverse, 65 miles.....	3.25	2.25	After 10 hours.
3d. Bellevue to W. Ft. Wayne, or reverse, 124 miles.....	5.00	3.25	After 13 hours.
4th. Ft. Wayne to S. Island, or reverse, 141 miles.....	5.00	3.25	After 13 hours.

WORK TRAINS—ALL DISTRICTS.

Conductors, \$3.50 per day; Brakemen, \$2.50 per day; Overtime, after 12 hours.

OVERTIME.

Through freight conductors, 30 cents per hour.

Local freight conductors, 35 cents per hour.

Work train conductors, 30 cents per hour.

Through freight brakemen, 20 cents per hour.

Local freight brakemen, 25 cents per hour.

Work train brakemen, 20 cents per hour.

RULES.

Rule 1 In computing overtime, no fractions of an hour under thirty minutes shall be counted. Any fraction of an hour over thirty minutes shall be counted one hour.

Rule 2. Freight or passenger crews making extra trips in addition to their regular assigned runs shall be allowed extra time upon the basis of pay allowed other crews in similar service.

Rule 3. Crews or any part of a crew dead-heading shall be allowed full time when dead-heading on freight, and one-half time when dead-heading on passenger, on the basis of freight pay, except that no overtime will be allowed.

Rule 4. Where dead-heading is required, first crew out shall dead-head, and shall stand first out on arrival at terminal station.

Rule 5. Crews required to run light with their caboose shall be allowed full through freight pay.

Rule 6. Crews not assigned to regular runs will run first in and first out in through freight service.

Rule 7. When trainmen are called, and for any reason other than their own acts do not go out, they shall, if held three (3) hours or less, be allowed one-fourth district through freight rates. If held more than three hours, and less than six hours, one-half rate. If more than six hours, full district rate, and shall stand first out.

Rule 8. Crews shall be assigned to their respective districts, and shall not be transferred to any district on which they are not assigned, except the requirements of the service make it necessary.

Rule 9. Crews shall not be called over one hour and thirty minutes before leaving time, or less than one hour before leaving time, except in case of emergency, when best interest of the company is pending on it; the caller to be provided with a book, in which crews shall sign their names, together with the time they are called and time ordered for.

Rule 10. Conductors and brakemen of regular crews shall not be called to go out with other crews excepting when there are no extra men; all extra men to be called first in first out. When extra men are called for a run, they are to remain on same until relieved by the regular man. This rule shall not apply to conductors of through freight being called for local freight.

Rule 11. Trainmen will be notified when time is not allowed as per trip report.

Rule 12. Crews will be considered on duty from the time set for leaving until their trip is ended and train turned over to yardmaster.

Rule 13. Trainmen attending court at the request of any official of the company will be paid three dollars (\$3.00) per day for conductors and two dollars (\$2.00) per day for brakemen, and legitimate expenses.

Rule 14. At all coal docks and at other stations where work trains are stationed, there shall be sufficient men to coal up train engines without the assistance of trainmen.

Rule 15. Conductors and brakemen will not be dismissed or suspended from the company's service without just cause. In case of suspension or dismissal, if any employé thinks his sentence unjust, he shall have the right, within ten days, to refer his case, by written statement, to the division superintendent. Within ten days of the receipt of this notice, his case shall have a thorough investigation by the proper officers of the railroad company, at which he may be present if he so desires, and also be represented by disinterested employés. In case he shall not be satisfied with the result of said investigation, he shall have the right to appeal to the general superintendent. In case suspension or dismissal is found unjust, he shall be reinstated and paid for all time lost.

Rule 16. Employés are regarded in the line of promotion dependent upon the faithful discharge of duties, capacity for increased responsibility and length of time in service.

Rule 17. After continuous service of sixteen hours or more, trainmen shall be entitled to and be allowed eight hours for rest, before being called to go out, except in case of washouts, wrecks or other similar emergencies.

Rule 18. When freight traffic is light, and it is necessary to reduce the number of freight crews, in order to allow the conductors and brakemen to make reasonable wages, the conductors and brakemen thus taken off shall, as far as practicable, be given preference as brakemen until such time as the increase of business warrants them being reinstated as conductors, the conductors youngest in the service to be pulled off first.

Rule 19. Every employé should understand that it is his privilege to make written appeals to his division superintendent whenever, by promotions, reductions, or assignments, he deems an injustice has been done him.

LEWIS WILLIAMS.

General Superintendent.

Cleveland, O., Nov, 15, 1890.

Michigan Central Schedule.

Commencing October 15th, 1890, through freight conductors and brakemen will run the number of miles specified below for a month's work, for which the regular conductor will receive \$75, and the brakeman \$50, per month; apprentice conductors \$70, and apprentice brakemen \$45. This provision with reference to apprentice conductors and brakemen does not apply to Canada Division:

Canada Division, Main Line.....	2900 miles.
East Division.....	2698 "
Mid. Div. (Air Line and Main Line).....	3000 "
West and Joliet Divisions.....	2500 "
Saginaw Division.....	2600 "

THE RAILWAY CONDUCTOR.

Mackinaw Division.....	2100 miles.
Grand Rapids Division.....	2200 "
Toledo Division.....	2100 "
Bay City Division.....	2698 "

Should they be called upon to make more than the above mileage, they will be paid the same rate per mile as the rate per month bears to the miles they are to make for a month's work. Should they fail to make the stipulated mileage, but are on hand and ready for duty, they will receive \$75 and \$50, or \$70 and \$45, as the case may be. This does not apply to extra men waiting for employment. It is understood that men will be allowed to make as much excess mileage as they can consistent with safety.

Should it be deemed necessary to reduce the force at any time during the month, the men dropped will receive the same proportion of monthly compensation as the number of miles they have run bears to the total mileage for a month.

Mackinaw division trainmen working on branches and loading logs shall be allowed mileage at the rate of 6 and $\frac{2}{3}$ miles per hour. Over 30 minutes to be counted one hour; less than 30 minutes not to be counted.

Saginaw, Mackinaw, Grand Rapids and Toledo division subject to revision if stipulated mileage is found to be too high for men to make fair wages as compared with other divisions or so low as to enable them to make more than men on other divisions are making.

The basis of mileage in clause 1 is subject to revision if shown that improvements in double track and other facilities enable men to make excessive wages or unreasonably short runs as to time on the road, as compared with men on other division.

Article 2. The pay of local freight conductors and brakemen shall be \$85 per month for conductors and \$60 per month for brakemen.

The number of crews and the number of brakemen with each crew to be regulated by the division superintendent, in accordance with the business being done.

Any trip to and from the stock yards by west division crews will be estimated at fifty miles.

When crews are called or are due to leave by time card and for any reason other than their own acts are delayed in the yard more than one hour and thirty minutes they shall be paid overtime for all time so held. If detained not to exceed one hour and thirty minutes no time will be allowed.

If detained at the end of a run an excessive number of hours waiting to get into yard, such cases can be taken up with the division superin-

tendent, who is instructed to pay a reasonable amount for such delay.

Article 3. When freight conductors and brakemen are taken off their car to run special passenger trains, they will receive same rate of pay as passenger conductors, provided: if the amount is less than they would have earned had they remained on their way car they shall receive the amount they would have earned had they not been taken off their car.

Article 4. As to all freight runs not otherwise provided for it is agreed that a fair sum shall be paid, taking into consideration the miles run, the character of the work, length of time necessary to perform it, and the amount, if any, lost by the crew from their regular run to be settled in each case by the division superintendent on whose division the work may be done.

Article 5. When conductors and brakemen are called for snow plow they shall be paid in accordance with Article 4.

When called for wreck they shall receive mileage to and from the wreck and one day for every twelve hours employed at the wreck unless the whole time is less than twelve hours; then they shall receive one day.

Trainmen will be notified when time is not allowed by return of time report with statement of how much time was allowed.

Article 6 Conductors on construction or road trains will receive \$90, and brakemen \$60 per month and extra time when called upon to work Sundays. The road department to furnish men to handle cable where cable is used when trainmen have to protect their train by flagging.

Article 7. One fourth day will be allowed for through freight crews running between Victoria and Black Rock and one half day from Victoria and East Buffalo or Exchange street, Buffalo.

In case of suspension or dismissal the parties interested shall be notified within ten days of the occurrence the decision of the division superintendent as to his dismissal or the length of time of his suspension.

Article 8. When it becomes necessary to take conductors and brakemen from duty to investigate any accident or from any other cause the investigation shall take place within ten days and in case they are found to be entirely blameless they shall be allowed the lost time on account of such investigation at their regular daily pay.

If any trainman thinks he is unjustly dealt with he may file his objections in writing and he will be given a fair and impartial hearing, and if proven entirely innocent he shall be reinstated to his former position and paid for time lost.

Article 9 Crews not assigned to regular runs shall be run first in and first out.

Article 10. When trainmen are called and train abandoned or for any other reason than their own acts they do not go out they shall be paid a reasonable sum, to be decided by the Division Superintendent taking into consideration any time they may have lost and time on duty waiting to go out.

If allowed one-half a day they shall go first out; if allowed one day they shall go last out.

Article 11. When freight men are held at terminals or sent to any point to run special, or taken off their run to relieve passenger conductors, they shall receive as much as their own regular run would have earned them while they are on such detached service.

Article 12. All trainmen will be regarded as in line of promotion upon faithful discharge of duty, ability and length of service.

Article 13. Crews that have been on duty for twenty consecutive hours shall have eight hours' rest at terminals before going on duty again. Lying at division stations not to be construed as being on duty.

Mackinaw Division crews not to be restricted to terminals when lying up for rest.

Brakemen to receive 10 cents per ton for shoveling coal, same to be determined by engineer's tickets.

Any brakeman selected by the Division Superintendent for promotion to conductor shall be examined by the Division Superintendent, Chief Train Dispatcher and Train Master, or their delegates. After such examination as to rules, etc., if he passes satisfactorily, he shall make one round trip on his division with each of three conductors. Such conductors will make written report to the Train Master to be kept on file as to his competency. If reported by three of the conductors as competent he may then be considered as a brakeman who can be called upon at any time to run a train. If two of the conductors report favorably and one adversely, the Division Superintendent shall carefully examine into the reasons of the latter, and if satisfied that there is not sufficient grounds for his rejection, he may pass the brakeman for service as conductor. The brakeman to receive one-half brakeman's pay while on trial trips.

GENERAL.

If hereafter it shall be shown that by the construction of additional second track, or the adoption of greater facilities of any nature whatever, the time necessary to enable freight trainmen to perform the monthly mileage on any division, as above stated, is reduced, then such changes shall be made in the monthly basis of mileage as may

be fair and just under the new circumstances.

No part of the above agreement shall be abrogated by either party without notice, and then only after consultation.

Until further advised, through main line passenger conductors will be paid at the rate of \$110 per month; through main line baggagemen at the rate of \$60 per month; through main line brakemen at the rate of \$50 per month.

Conductor running trains 141, 142, 143 and 144, on the Joliet Division, will be paid at the rate of \$90 per month and the brakemen \$50 per month.

Conductor running trains 21 and 22 on the Middle Division will be paid at the rate of \$90 per month, baggagemen \$60 and brakemen \$50.

Conductor running trains 75, 76, 77 and 78 on the Saginaw Division will be paid at the rate of \$90 per month and baggagemen \$55.

Regular passenger conductors running extra trips other than their regular run shall receive extra pay at the same rate as is in force on the division where the work is done. Example: Regular passenger conductor runs trip to Jackson and return on his lay-over day and receives the same rate of pay as the conductor who runs the Jackson accommodation.

Extra passenger brakemen will be paid the same rate as would be paid regular passenger brakemen for the same work.

ROBERT MILLER,

Gen'l Supt.

"Ha! So there is no hope-a for me-a, Mees Manyrox?"

"No, Count, I am sorry to say there is not. I confess I love you, but—"

"Then fly-a with me-a, my queen-a."

"You forget, Count, that I have no private income. My father opposes our union, and without his consent we cannot marry, for we should have nothing to live on."

"I will plead-a with him! He must consent-a!"

"No, Count, it is useless to try to move him. He declares that unless I marry an American he will disown me and cut me off in his will without a dollar."

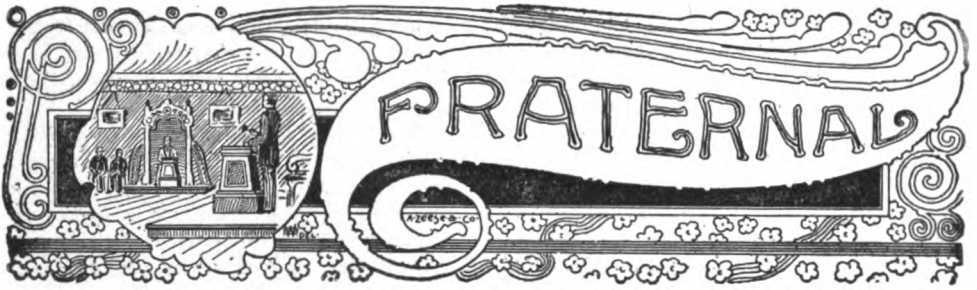
"This is terrible! It makes me-a—what you call desperata—it will drive me to—"

"O, Count, not to suicide! You will not kill yourself! Promise me you won't!"

"Not suicid-a! O no! It will drive me to borrow money and buy an organ and a monka!"

And the Count tore himself away from his sweetheart to put his rash resolve into execution.

—*Munsey's Weekly*.



Report of Chief Conductor Division No. 60:

SEDALIA, MO., Dec., 7, 1890.

Brothers of Division 60:

I herein submit to you a report of some of the work accomplished by you in the year now drawing to a close, this report will not be in detail but simply an outline of some of the most important work done.

The first of importance was the calling to Sedalia representatives from all Divisions of the Order, on the M. K. T. System, for the purpose of formulating a contract or agreement with the officers of that road, which was accomplished to the entire satisfaction of all concerned, the conductors being materially benefited on that line. Feeling encouraged by the success of our first move in that direction another call was made by us on all Divisions on the Mo. P. Southwest System, the result of this meeting was the organizing of a general executive committee, who in a body went to St. Louis, and with Bro. E. E. Clark as chairman, there remained in conference with the Mo. P. management until a contract was entered into, which was so perfect in detail and so satisfactory that each and all of us should feel proud of such a committee, and to Bro. Robt. Richards our representative much credit is due for his faithful and active work as a member of that body, and we should also feel some degree of pride when we consider that our Division was the first to start the ball rolling and was principally instrumental in bringing about these good results which has benefited so many of our Brothers in the Southwest. Another good result is, that our example was soon followed by our Brothers on other systems with like success.

Another matter worthy of some mention, is our first Ball given on the eve of the 22nd of last February, which was an acknowledged success, and reflected great credit on our members. Following this our first Union Meeting, 22nd and 23rd of same month, which was well attended and was the means of doing great good, the question of the most vital interest to us (how to better our condition) was thoroughly discussed, and a solution arrived at, it was then, and in this hall

as if in one voice and one accord, we "proclaimed" eliminate the strike clause from our obligation and elect E. E. Clark Grand Chief Conductor, and it came to pass.

Next we will notice the fraternal features of our Division. There came into our midst, one J. M. Johnson a member of Slater Division who secured a position as brakeman here, but on account of defective hearing was discharged as unfit for train service, through the influence of some of our members a place was secured for him in M. K. & T. offices, after being retained in this position for several months through charity and respect for our order they were compelled to dismiss him on account of his hearing. He being a member of the Benefit Department we thought under the circumstances he was entitled to the benefit of his insurance and attempted to interest Slater Division where he held his membership in his case and failed. Our Division then took the case in hand and by the president and untiring efforts of our worthy delegate (Bro. Frank Mead) his claim was allowed by the board of Directors, after the Grand Division had refused to consider it, thus securing \$2500 which he probably never would have received had it not been for our Division.

One word regarding the growth and prosperity of our Division, in the year 1890: we have had thirteen initiations, one expelled for deserting his family and other serious charges which he failed to disprove, one withdrawn on account of engaging in the sale of intoxicants, six transferred to other Divisions. Received four by transfer card leaving 102 members in good standing. Our average attendance for the year at meetings 21 so you can easily see we have done something. In addition to this showing the members have good reason to congratulate themselves on the good will and harmony that now prevail in our ranks when compared with a time in our history when there was nothing but dissention and discord. The prosperity and welfare of the Order depends on your individual efforts, do your duty and do it well in the year to come and let us have it to say

that the year 1891 was the most prosperous in the history of our Division.

In conclusion, before retiring from the office you have honored me with, I wish to sincerely thank you one and all for the hearty co-operation and support you have accorded me in attempting to promote the welfare and prosperity of our beloved Division, hoping that unity of purpose, harmony of action and brotherly love may ever prevail in our counsels, I remain

Yours in P. F.,

V. P. HART, C. C.

Report of Bro. Hart received and ordered sent to the editor of CONDUCTOR for publication.

F. MEAD, Sec. pro tem.

December 13, 1890.

Editor Railway Conductor.

I wish to write a few of my thoughts in regard to Federation. I think now would be as good a time as ever to let the other orders and the world at large know where we stand. We can't very well sit on the fence, we will either have to get over or fall back where we used to stand which God forbid. I favor federation this far. Let all orders concerned in the movements of trains on the system on which they are employed work together and all sink or swim together. I think the time has come that we will have to define our position so plainly that there will be no room for any doubt about the matter. I don't think it will make our chances with railroad officials any worse to let them know we are an order that they can't do with as they once could and say to us "If you don't like your job you know what you can do." or "how are you going to help it." They have us down as a striking order any how so what more harm is it going to do us for them to know it. I don't think it will make any difference with the fair minded official to know he has a set of men that are not afraid to come to him and let him know their grievance in a manly, fearless yet respectful manner, who are not afraid to try some other means as a last resort. Are we gaining anything by keeping quiet in regard to the matter? Do we get any favors not extended to the other orders? Don't we have to take our turns braking for a train the same as any other brakeman? What gratitude did we get for our loyalty in the past? We got the lasting enmity and detestation of other orders who never failed to show their contempt and fling "scabby" at us at every chance, I don't think it will be any worse on us for railway officials to know we have cast off the yoke and will strike back if compelled to than on other orders who have always proclaimed their striking principles. Do not think

that I advocate strikes except as a last resort. When we are all united conductors, brakemen engineers, firemen and switchmen so each will know just where all the rest stand, there will be no necessity for a strike, as any railway manager with good sense will pause before trying the issue of a strike with such an organization as it is possible for the orders interested to become when properly united. But as to a general sympathy strike where men working on other roads would have to quit their positions where they had no grievance and were well treated to bring some Webb to time, I do not believe in, and will never bind myself to any agreement to do any such a thing. But before there can be much of a federation perfected would it not be a good plan for the Grand Officers of at least one of the orders already federated to discipline some of their members. I mean the switchman. There cannot be much of a federation between the two orders while members of the O. R. C. are treated as they are by some of the switchmen. If they want bygones to be bygones let them bury the hatchet and give us a chance to show what we will do in the future. You can't make a friend or ally out of a man if you keep insulting him every time you see him. This may not be sanctioned by their Grand Officers but it is nevertheless true that members of the O. R. C. are slurred and insulted by S. M. A. A. men right along. Boys shake and let us work together as we should, and remember, if you can hold us out of the yard and make us eat a cold supper, we can make you walk or pay your fare. I for one, pray to see the day when railroad men will be treated as they should be and there will be no strikes and no quarreling among the different orders. We can each and every one of us make it pleasant or unpleasant for the others so what is the use of keeping up the quarrel. Our work don't interfere to any great extent with each other, so let us bury the past and come to an understanding as it has got to be an old chestnut that the section men on the X. Y. Z. road would strike but are afraid the O. R. C. men would take their places. This is a favorite slur with some people that aint a bit too modest to "brace de con" when they want to go any place. With malice toward none I am in P. F.,

S.

That "Home."

December 8, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER:—Shall the railroad men of this nation have a "Home" which they can call and feel to be indeed a "Home" and know it to be *their own*?

The mere asking such a question of such a class of men as do the railroad work of this country, is to answer it.

All admit now that theirs is the most hazardous, and results in more disabled men while in the prime of life, than any other employment.

Then again, the general public is beginning to realize that these men are, in a very broad sense, not only public servants, but public benefactors. They have become an indispensable help to this civilization.

The fearful price paid by them that the great traveling and transporting public may have the facilities of railroad travel and transportation, is just beginning to be realized.

If Congress in its just action gives millions of the people money to sustain crippled and disabled soldiers what is not due to our railway train and yard men who in following an occupation honorable, and of imperative necessity to the great Commercial business of this nation, are exposed, as president Harrison justly says, "to greater danger than a soldier in time of war."

While we are not now asking congress to take care of disabled railway men by pensioning them, we are proud to think we can appeal to the railway men themselves in behalf of their unfortunate "Brothers of the Rail" and feel that such an appeal will meet with a ready response from their proverbial greatness of heart, and well known sympathy for the distressed, especially those of their own calling.

Already has THE CONDUCTOR, Mr. Editor, and the Journals and Magazines of the other orders, made very kindly mention of the "Home" enterprise, but I have thought a few words of explanation would be acceptable to your readers.

As is already known to many, the name of the writer stands at the head of the enterprise as its president.

Allow me to say, I do not have the honor to be the originator of this worthy project. Some two years ago, I did write to the Grand Officers of the Brakemens' order asking for such information as they might give me as to the necessity for a home for the orphan children of trainmen, thinking I might, with God's blessing, be able to start such a home,

Whether that thought was father to the thought of the friends in Chicago who conceived the idea of this Home for disabled railroad men, I do not know.

"I have been invited to come to Chicago several times in the last nine months, to meet with those who are working for this object, for the purpose of consultation, and from the first was urged to assume the presidency of the Board.

At first it did not seem possible for me to give the matter the time such a great undertaking would demand, but finally reluctantly consented to act *for the present*, but only on the condition that I shall be at liberty to give all the time necessary first to this other work which is so very important, viz: The securing proper legislation for greater safety to these very railroad men. Here in this line, the old adage is surely true, "an ounce of prevention is better than a pound of cure." The first great work is to stop this terrible amount of the disabling of these men.

There will be enough of injured and crippled railroad men at the best, from accidents which no present human foresight seems able to prevent.

At least fifty per cent of this awful work can be prevented, and my duty at present leads in that direction.

But pardon this much allusion to myself.

What I want to say to every railroad man who belongs to any of the orders, about this "Home" is this: I am willing to do all in my power for its success. I am not willing that any of its officers shall make anything out of it, or make it a place for some soft job. I shall do what I do for it gratuitously. I shall take no pay for my work or time. If the auditing board shall see fit, by and by, after the enterprise is on its feet, to allow me my reasonable expenses, well and good.

Speaking of the Auditing Board, let me say, as this Home is to be a home of Brotherhood men of all orders of railway employes, I would like to have a grand officer of each order to be a member of that board, so that every act, and every expenditure would be known to every order. I will have nothing to do with it only as everything is as open as the sun-light.

At as early a day as practical, I would like a time set for a meeting of the Grand Chiefs or Masters—whatever the name may be—of each order, and I would like to meet with them and have a consultation as to the objects, aims, plans, the best way of carrying on the work, and everything connected with it.

It is a great undertaking. "In the multiplicity of counsel there is wisdom." The heads of the several orders of railroad men have gained for themselves a name for candor and wisdom. With the counsel and advice of such men we can not go far astray.

Unless we have the friendly advice and aid of these men, I shall not feel I can stand at the head of so great and responsible an enterprise. Railroad men never do anything at halves. If they all take hold of this it will in the end be one of the greatest and grandest benevolent institutions of this country.

Let us once get under good headway, and show that we mean business, and everything is straight and honorable, then the railroad companies themselves will, beyond a doubt, do much for us. They could not well refuse to help us.

There are not less than 200,000 men in this Nation engaged in railroad work, and about one half of this number are doing train or yard work.

A small amount from each one of these would give us a working capital of large proportions. That this small amount will be readily given, there is no doubt, when once it is fully known that every dollar given will be *sacredly* used for the purpose for which it was given. That this shall be done will be the aim and design of the writer as long as he has a vote and voice in its management.

Remember that this is not a hospital scheme, neither connected with any hospital. We want to provide a place where a disabled Brother can go and feel at home, be cared for and if able, taught some light work so that he can again make his own way in the world, but if incapacitated from any or all these things, he can feel he has a roof over his head, is in his own home, where, if motherless, if fatherless and otherwise friendless, he will find friends to help smooth and cheer his pathway down to the silent river, with a sure hope that on the other side there awaits him a still brighter, sweeter and more happy home, from which he will go no more away forever.

To me the great wonder is that such a home has not been started long before.

When 20,000 of our strong young men are annually more or less crippled, Why! Oh Why! has not this work been done long ago? Blessings on the good hearts who have launched forth the idea of a home for disabled railroad men. Let every railroad man in every order take some interest in this good work, and the blessings of the poor fellows who have to seek its quiet retreat will be upon you.

L. S. COFFIN, President.

Fort Dodge, Ia.

LAREDO, TEXAS, NOV. 25, 1890.

Editor Railway Conductor:

Tis said "Hades" is paved with good intentions—nevertheless it is true I intended disclosing my whereabouts long ere this—but my pilgrimage in search of a suitable situation proved a long drawn affair—and until now have scarce been able to hear from home because of the uncertainty of my movements.

My wanderings covered a matter of 6000 miles in two months, and I was not a little astonished to learn of the rapid growth of the "Order" since our last convention. Whether

the remarkable increase of membership be attributable to change of laws, or Grand Officers—or both, the O. R. C. is surely an attraction these days, judging from the scramble there is to secure membership. Within a week I have appended my signature to two petitions, the petitioners being at present members of the B. R. C., and there are four others (Non Order) who are only waiting for blanks to file theirs. At one point visited a Brother informed me that with an average of three meetings per month they were not able to handle the petitions as fast as they were received. At another where I assisted in conferring the third degree upon one, and the first and second upon two others, the secretary arose and stated that there were fifteen petitions on his desk awaiting action,

Doubtless the malcontents will dub this a mushroom growth as in their fawning creed no organization can prosper that dare raise its head in the glad morning sunlight, throw off the yoke of serfdom, and declare for progression and a protective policy.

In his many years prating of "cheerfully bowing to the will of a legally constituted majority" and viewed in the light of his actions immediately after the Rochester Convention, there had surely never a glimmer penetrated the adamant shell of "Dr. Wheaton's" intellect that he might be called upon in the future to swallow a very large dose of his own nauseating prescription.

In the matter of the 300 traitors that glistened in the Independent Constellation I am a radical out and out, and if the return of a single one of them to the O. R. C. hinged upon my consent it would never be. They were a fine brood surely to call their neighbors hard names, particularly the eloquent "Frank" (can't remember balance of his name) who drew that far eastern "Dead Line".

"If traitor be a proper word for men
To bandy, take it Traitor from my pen."

Well, Bro. D. when I commenced this letter, I had only intended to state that I had located permanently, handling book and bills between New Laredo and Monterey, Mexico, and to ask that you provide me with a few blank petitions for membership. There are several here who wish to come into the Order and I think we should strike while the iron is hot.

You are at liberty to make any use you may think fit of this screed, which though not particularly a literary gem, contains at least a few hard boiled sentiments of the undersigned.

I will not make a permanent change of address until later.

Yours in P. F.
D. H. SEAVER.

EL PASO, TEXAS, Dec. 3, 1890.

Editor Railway Conductor:

Though I have seen no official announcement I believe the correspondent from Division 69 is dead from the fact that I have not noticed any thing from him or this locality in the columns of the journal this year. Anyway we are all here and the most of us glad we are living. The S. P. & G. H., have the best railway and officials in the southwest to work for, and by the way they have the best men working for them too—our new T.M. is allowing us to make better time than ever before and I believe it is his intention to keep us busy, if he can. We are about equally divided between O. R. C. and B. R. T. on the G. H. with two or three B. R. C., but they are remaining in the B. R. T., to keep up their reputation—the O. R. C. and B. R. T. are getting on together like brothers, I believe Mr. Howard is doing about as well for the B. R. C. as Mr. Wheaton did for us. It is the general impression here that the O. R. C. is here to stay and no personal enmity or organized manipulation can injure them in any respect whatever. Some of our Brothers are taking a prominent part in city government and politics and drawing salaries from the county treasury, notably Bro. S. O. Lesser, J. W. Kellor. I hear an alarm signal—the *Boy crying*—so I close, if you cannot read you know what to do with it. You are at liberty to scratch anything that should not go in print.

Yours in P. F.,

J. B. SIMMONS.

NORTHUMBERLAND, Pa., Dec. 15, 1890.

Editor Railway Conductor:

Sunbury Division 187 held their annual election of officers for the year 1891, on Sunday, December 13th. The following Brothers were elected: C. C., Geo. P. Amerman, No. 54 Fourth street, Sunbury, Pa.; A. C. C., Rob't H. Kline; S. C. Nathan Fertich; J. C., Wm. H. Drumm; I. S., T. G. Haney; O. S., W. H. Shaffer; S. and T., J. B. Vandyke, all of Sunbury. Delegate, E. M. McAlpine, Northumberland; alternate, E. C. Smith, Northumberland. Division Committee, B. W. Sleppy, Northumberland.

They will be installed at the next meeting, December 28.

Our retiring officers deserve the thanks of the division for the effective work that they have done for the Order in the past year, and for their prompt attendance at the division room on all occasions.

Our C. C. elect is a freight conductor on the Sunbury division of the P. R. R.—one whom we think will be punctual in his attendance, faithful

in his duties, and with the aid of his brother officers and members will build this division up second to none. Our A. C. C. and S. and T. are both popular passenger conductors on the same division, and also will not shirk their duties, but will give their best energies to the upbuilding of the Order. The S. C., J. C. and I. S. are freight conductors on the Susquehanna division of the P. R. R., and also give promise of being very efficient in their duties to the Order. Our O. S. runs extra passenger on the P. R. R.; his past record shows what his future will be, and it is to his credit that he accepted the office of O. S. The office is no desirable one to any Brother, but it shows the Brother's zeal to help the Order when he did not decline it. He is as capable of filling any chair in the division as any member there. Brothers E. C. Smith and B. W. Sleppy also very popular passenger conductors of the D. L. & W. R. R., and good workers of the Order, while the delegate is—well he is the correspondent to THE CONDUCTOR, and can fill any chair, too, providing it is a good sized and extra stout one. He will try and let THE CONDUCTOR hear from him at times.

We have here a very good division but not as large as it should be by 80 per cent. But wait awhile. We are drilling a hole that will hold 173 pounds of giant powder, and when that goes off look out for the results, as we intend to make it a good and sure blast.

Our third annual ball and banquet will be held here on the night of the 25th of December, and we would like to see ye editor with us. Admission 50 cents; supper \$1.50; no complimentarys given.

Now, Mr. Editor, with a parting request to Division 187, I will close. Do not let any personal grievance keep you from the division room. You have sworn allegiance to your Order. Stick to it. Do all you can to induce others to join it. Do you know that what keeps a great many from joining us is because of your indifference in attending the division room? It is a fact. Please think of it for awhile. Don't you know that if they should see us when we meet pouring out of the room forty or fifty men in a body, they would think there must be something very good in that Order as I see so many belonging to it, and when you come out from the Division room don't look glum or discontented like a very sick man, but come out with a cheerful countenance and a smile on your face, it will do you good, and work an influence on others that you little dream of. Hoping this letter will do some good I will stop for the present, but more anon.

I am yours in P. F.,

MACK.

VANCOUVER, B. C., Nov. 24, 1890.

Editor Railway Conductor:

I yesterday organized Terminal City Division No. 267, with Brother Geo. A Risteen as C. C. and Brother J. W. Stewart as S. and T. The address of both is Vancouver, B. C. They will meet on the second Sunday for the present.

There is material here to build up a strong division and the Brothers are interested in the work.

I met Brother Pierce of Division 53 here and he aided me in the work of organization.

You have partaken of Canadian hospitality, and so it will be unnecessary to copy the "menu" of the spread that followed.

While my stay was necessarily short in the Terminal City, it was of such a character as to render its memories pleasant and its repetition a thing to be desired. I am sincerely,

Yours in P. F.,

GARRETSON, G. S. C.

NOVEMBER 23d, 1890.

WHEREAS, The lady friends, wives and sisters of the members of Logan Division No. 110, recently presented to this division of the Order of Railway Conductors, a beautiful banner; therefore be it

Resolved, That the members of Logan Division No. 110, accept the same, and be placed away with the private property and paraphernalia of the Order, and be carried on all public occasions, and be placed in a conspicuous place during session hours; and be it further

Resolved, That the heartfelt thanks of all the members of this Division be extended to these ladies, and trust that the fair hands and charming presence may ever be an incentive to our members in well doing in their chosen profession.

Signed, W. I. BROWN,
G. M. SAFFORD,
S. F. JOHNSON.

BATTLE CREEK, Mich., Dec. 1st, 1890.

Editor Railway Conductor:

I started out a short time after noticing the blank subscription list in THE CONDUCTOR of Sept. 15th, showing the list of premiums to be obtained by securing certain numbers of subscribers for the same, thinking I would get ten names and get as a premium therefor a five dollar lantern. I had no difficulty whatever in securing the required number in less than one day. After obtaining this number so easily, I was encouraged to push the business, and increase the list. Before going any farther, I made up my mind that I would try and make it an object for business men to subscribe. I promised to keep a list of the sub-

scribers, naming their business, before Battle Creek Division No. 6, all the year, urging the members to help the subscribers in every way they could within the bounds of reason, and as a result the following large hearted, liberal men, who are alive to the interests of their business, willingly gave me their names, and I trust each business man will notice the names, and business, of the other men on the list, and give them a liberal share of their patronage. And conductors who are alive to the interests of the Order, will certainly need no urging to give these men all the trade they can consistently, and use their influence in their favor whenever they have an opportunity, and conductors on other roads when asked about hotels and business houses, will kindly name those appearing on this list, whenever they are within the reach of the parties asking.

As a premium for these subscribers, I receive a beautiful lantern worth \$9.00 and a solid gold watch charm, with the new monogram of the Order on one side, worth \$10.00.

I am pleased to say that I am very proud of the following list of names.

Boston Clothing Co., M. Maas, Clothing; H. A. Preston, Earl & Sterling, Boots & Shoes; J. E. Weeks, Will R. Phillips, Druggists; H. H. Hubbard, W. C. Hoag & Co, Insurance & Real Estate; P. Hoffmaster, L. W. Robinson & Son, Gardner & Gleason, Dry Goods; E. H. Collier, A. W. Alvord, M. Rorabacher, Physicians; Marsh & Link, Paints & Oils; Wm. H. Green & Son, Robt. Binder, M. M. Lee, H. W. Pidgeon, John P. Stringer, Meats and Poultry; E. C. West, L. Gardner, J. M. Wardell, L. A. Woods, T. W. Taylor, Leon & Jennings, Groceries; O. L. Doane, Bath Room; Ranger & Farley, Furniture & Undertaking; F. W. Ward, Flour, Feed and Coal; Roe & White; Coal and Wood; J. W. Caine, Coal, Wood and Feed; Geo. F. Burrall, V. C. Waters, Hardware; J. M. Galloup & Son, Jewelry; H. R. Williams, G. R. Alexander, Livery; R. M. Spæer, Dentist; R. D. Bayley, Photographer; A. M. Minty, Tobacco and Cigars; Stephen Haynes, Tailor; Wm. I. Peters & Co, Music Store; Garfield & Doolittle, Williams House; Chas. Bartholemew, Mrs. J. Wiley, H. J. Dowling, Hotel and Restaurant; E. R. Smith, Book Store; J. O. Galloup, Plumbing; Alva Davis, Buggies and Harness; Eugene Stewart, Laundry; C. & G. T. Reading Room, Nichols.

I remain yours very truly,

N. E. RETALLICK.

Battle Creek Div. No. 6, O. R. C.

PHILADELPHIA, Pa., Nov. 27, 1890.

Editor Railway Conductor:

On the evening of November 20th, West Philadelphia Division No. 162, celebrated the 6th anniversary of its existence, at the Drawing Rooms, 40th and Locust streets, West Philadelphia, the

success of which can be vouched for by those who had the pleasure of being present.

One of the most agreeable surprises of the evening was the presence of our G. C. C. Clark, who was enroute to New York, and who, at the urgent request of several members of No. 162, kindly stopped with us several hours, and this at the sacrifice of his night's rest. His presence at the rooms, as also his remarks from the stage on the progress of the Order from its infancy, was listened to with interest by the members and their friends. The recollection of this meeting with our G. C. C., will long remain fresh in the minds of those who had the pleasure of making his acquaintance.

Brother Maxwell, C. C. of Division No. 162, gave the assembly a synopsis of the progress of Division No. 162.

Brother McDonald, of Neptune Division No. 169, by request, gave a selection of "My Study of Man," which was very amusing, drawing forth roars of laughter.

Messrs. Kay and Melville amused the company with comic songs, which were highly appreciated.

Following this was a surprise by Erickson Division No. 5, L. A. of O. R. C., who presented through Brother G. C. C. Clark to West Philadelphia Division No. 162, a beautiful design, representing the emblem of our Order. The memento was received in behalf of Division No. 162 by Brother Maxwell, who as usual did honor to the occasion, acknowledging the gift with a fitting tribute to the ladies of Erickson Division No. 5.

The stage performance closed by Brother McDonald presenting to Brother McCauley (who I neglected to state filled the position of stage manager and prompter) a drawing of the lost art. Brother McC. acknowledged the receipt with appropriate remarks, after which the audience retired to the supper room, where plates were spread for three hundred persons. This most important feature of the entertainment was under the exclusive management of the Ladies' Auxiliary Erickson Division No. 5. As to its success, quality, and quantity, I will leave to the good judgment of those who partook of the delicacies.

The committee, Sisters McCauley, Moore, Reilly, Armstrong, Springer, Arnell, Horner, Nunemaker, Stackhouse, Elfine, Wiltse, and White, have earned the warmest gratitude of the members of Division No. 162. We also wish to mention the names of Sisters Troy and Hughes, who while not members of the committee, lent their aid in the dining room.

After supper we were invited to the ball room, where the amusement continued until the small hours of morning.

Owing to the good management of the street car companies, who removed the cars from the streets in this section of the city at an early hour in the evening, a great number of the members and their friends enjoyed one of Philadelphia's privileges, viz: of walking home. This did not include those who had provided themselves with private conveyances.

Listener would like to give some interesting points on hog backing, and also of a pleasant promenade, that several members with their wives enjoyed at midnight on an up town street, in the north eastern section of the city. We will not, however, attempt to take any additional space at this time.

LISTENER.

LITTLETON, Ala., Dec. 8, 1890.

Editor Conductor:

Well I have been away from Chattanooga for the last five months and have watched the journal for something from Division 148—as usual, nothing. I was in Chattanooga last Sunday to the meeting—we had a good attendance as it was election of officers.

The officers elected are all good Brothers. Our new A. C. C. is a local conductor on the A. G. S. and he will make a dandy good officer. Our secretary and treasurer is our old stand-by, we have no member that would attempt to run against him, for it is understood as long as there is a Bob there is to be no change, for he cannot be beat. Our S. C. has been the junior for the last four years; our J. C. is a passenger conductor on the A. G. S., and he will make a good one. I cannot see any reason why Division 148 should not keep up its name as the first division of the south, for they have got good men as officers and ones that can be at the meetings. Brothers, may you take the good ship and sail through the term successfully, as the retiring officers have done, and may you always have a quorum, is the best wishes I can give you.

Brother Jim Oliver and wife have our sympathy in the loss of their daughter—the Brothers turned out in a body at the funeral. Many members of the Old Reliable on the excursion from here to Florida, will remember Gracie Oliver as the life of the party. Brother Jim, bear up from the blow, we know it looks hard, but our Grand Chief in the heavens above knows best.

Yours, LOOKOUT.

ST. THOMAS, Dec. 15, 1890.

Editor Conductor,

While sitting in my office, (the way car) I resolved that I would be a committee of one to give you a few details of a special meeting held in the Hall of Union Division No. 13 on Sunday Dec.

14, for the purpose of electing officers and delegate to Grand Division for 1891.

There was a large attendance and every one seemed bound to do justice to the Order. Bro. Ingram, Div. 120, Bro. G. H. Hill, Div. 62, and Bro. A. W. Martan acting as tellers, A. W. Martan was elected C. C.; Jerry Lordan, A. C. C.; J. Mackenzie, S. & T.; T. J. Hutchinson, S. C.; A. H. Ellis, Jun. C.; W. Ballard I. S.; D. Early, O. S.; Alex. Smith, delegate to Grand Division, Jno. McKenzie, alternate. Bro. Alex. Smith, the retiring C. C., installed all the officers marshalled by Bro. G. H. Hill, of Bay City, Mich. After closing division in due form, Bro. Mackenzie marshalled us to his home, where the smiling face of his little wife, ably assisted by her sister Mrs. Thos. Hutchinson, gave each one of us a welcome which I can only explain in the words of the poet.

"When deaths dark stream I ferry o'er"
A time that surely shall come.
In heaven itself I'll ask no more
Than just such a hearty welcome."

Bro. Mackenzie announced lunch would be ready and ordered the lemonade that was made by special order for the occasion. Oh my, such a drink! Bros. Ryan and Callahan says it is more invigorating to suffering mankind than the celebrated Dr. Koch's "lymph." Bro. A. G. Pitts, of the West Shore, Buffalo, and Bro. Donohue from Detroit, were on hand, also Bro. L. Jones, smiling and as large as ever, and Bro. Frazer from London. The call boy made several calls during the evening, thereby decreasing the company, but duty had to be attended to, though with many regrets at parting, but they all went their way in good spirits, declaring perpetual friendship to all who come our way. We expect to add three new Brothers to our list shortly, and more has promised to come in the near future as No. 13 has done a great deal towards making everything very pleasant with the officials of the M. C. R. R. and I expect next year will increase the membership of this division very much.

MORE AGAIN.

CHARTIERS, Dec. 20, 1890.

Editor Railway Conductor:

At our annual election, held December 15, 1890, the following members were elected to fill the various offices during the ensuing year:

C. C., G. W. Wright; A. C. C., Jas. Dumbleton; S. and T., D. H. Speer; S. C., J. P. Kessler; J. C. W. E. Hatfield; I. S., J. E. Mackey; O. S., J. T. Gilmore.

Division Committee—J. E. McGough, W. H. Hughes and James Edwards.

Delegate to National Convention—J. W. Wright.

Alternative—G. W. Fleming.

The installation of the above named officers, under the direction of Brother Wm. Boats, Division No. 229, as C. C., and Brother W. H. Murphy, Division No. 122, as Marshal, was ably conducted.

In speaking of our division from a prosperous standpoint, I can cheerfully say we are slowly but surely gathering in all the available element in this quarter. And in furtherance of the subject I am sure I voice the sentiment of the entire division when I say that a visit from our worthy Grand Chief Clark would not only give an impetus to our little division, but to the many other divisions that cling to the parent vine in this neighborhood.

There is an undercurrent of prejudice in the official quarters of the various roads centering here, not only to the general organization of the various branches of railway service, but particularly to the O. R. C., from the fact that as we have only fairly begun our Order here, yet they have already felt the growing influences that cluster around movements of this kind.

No doubt but in their dreams these magnates see the scepter of arbitrary rulings being ruthlessly torn from their grasp.

But even in our hour of triumph of right, let our march be ever "upward and onward," never failing to lend a helping hand to the end of justice and right.

Editor Railway Conductor:

Barker division, No. 213, O. R. C., held its annual election of officers last Sunday with this result: Ed. F. Ryan, C. C.; A. E. Shires, A. C. C.; W. C. Bush, S. T.; J. B. Blakesly, S. C.; C. H. Boone, J. C.; Gus Long, I. S.; John Rozein, O. S.; W. C. Bush, trustee for three years; Chas. Bastedo, delegate to grand division at St. Louis, in May; John Rozein, alternate.

W. C. B.

ST. JOHN, N. B., Dec. 15, 1890.

Editor Conductor:

At our last meeting the following officers were elected for the ensuing year, viz:

John Wade, C. C.; James Williams, A. C. C.; F. J. McPeake, S. & T.; Andrew Ruinni, S. C.; M. Burgess, I. C.; Fred McLellan, I. S.; Geo. H. Trueman, O. S.; E. W. Cassidy member of division committee; F. J. McPeake delegate to Grand Division, Geo. H. Trueman, alternate.

Bro. D. K. Stewart requested a transfer to McKees Rocks Div. No. 201, which I sent to the sec'y of div. 201. Wishing your G. C. C., and all G. Officers the compliments of the season.

Yours in P. F.,

F. J. McPEAKE, Sec. 219.

THE RAILWAY CONDUCTOR.

BEARDSTOWN, Ill., Dec. 18, 1890.

Editor Railway Conductor:

At a regular meeting held on Sunday, December 14th, Friendship Division No. 81, elected the following officers for 1891:

Frank H. Willis, C. C.; James C. Eidson, A. C. C.; Lew J. Golden, S. and T.; George Cannan, S. C.; M. R. Corya, J. C.; Frank Horn, I. S.; R. S. Foland, O. S.; Frank H. Willis, Delegate; Chas. Ireland, Alternate.

My report will be ready to mail to you promptly at the close of the present month; will also send draft for the grand dues.

Now, as I am relieved of the work I will take a rest, but before I step down and out I wish to thank you for your prompt replies to all my correspondence. Wishing you success in bringing the Order to the front, with kindest regards to Brothers Clark, Belknap and yourself, trusting that Brother Belknap will soon be himself again, I am truly yours in P. F.,

CHAS. IRELAND.

S. and T.

BROCKVILLE, Dec. 17, 1890.

Editor Railway Conductor:

We held our election of officers Sunday, Dec. 14, so I can get my report in so that I won't get rapped on the fingers. The following is the names of the officers for the next year: Bros. F. A. McGuiner, C. C.; D. Hopkins, A. C. C.; C. O. Leary, S. C.; A. Chapman, J. C.; A. V. Fiola, I. S. and Agent for THE CONDUCTOR; W. Vanalstine, O. S.; W. M. Dickson, Delegate; W. Flegg, Alternate; and I am very sorry to say I am condemned to remain where I am. I was very much in hopes that some person else would want the job but it was no go. I can tell you seven years is long enough for one to do the work. I enclose you my statement for this year, so you can see how we stand financially. I think we are safe for a small division. With the compliments of the season

I remain Yours in P. F.

W. C. WRIGHT.

WINNEPEG, Dec. 10, 1890.

Editor Railway Conductor:

North Star Division No. 47 held the annual meeting for election of officers on Dec. 5th with the following result: C. C., Oscar Bonter; A. C. C., Wm. H. Fogg; Sec. and Treas., F. J. Dorsey; S. C., Harry La Rose; J. C., C. W. Risteen; I. S., J. R. Cameron; O. S., A. McMartin; Delegate, Jos. E. Bertrand; Alternate, W. H. Fogg; Div. Com., O. Bonter, C. M. Abbott and J. R. Cameron.

Yours truly in P. F.,

F. J. DORSEY, Sec. and Treas.

RAWLINS, Wyoming, Dec. 13, 1890.

Editor Railway Conductor:

The following is list of officers elect for ensuing year:

C. C., H. E. Van Houson; A. C. C., H. J. Zipf; S. C., D. A. Lockard; J. C., J. J. Fitzgerald; I. S., L. E. Shaw; O. S., E. E. Milligan; S. and T., Harvey Simpson; Delegate, H. J. Zipf; Alternate, F. Simpson.

I am new at this business and may be too forward in taking upon myself to write you about this business, but Brother O'Malley is away in Pocatello, and no knowing when he will be down. We initiated several new members at our last meeting. Will write and instruct you as soon as I can.

Yours fraternally in P. F.,

HARVEY SIMPSON,

Sec. Pro Tem.

CHATTANOOGA, TENN., Dec. 7, 1890.

Editor Railway Conductor:

At a meeting of Division 148 held this p. m. for the election of officers for 1891, the following were elected: W. E. Rape, C. C.; Jas. A. Stone, A. C. C.; R. B. Stegall, S. and T.; J. M. Burnett, S. C.; J. B. Capehart, J. C.; N. A. Hamman, I. S.; T. B. White, O. S.; R. R. Stallings, Delegate and W. H. Dunlap Alternate.

Immediately after the election of officers the division closed and the Brothers attended in a body the burial of Miss Grace Oliver, eldest daughter of Bro. J. W. Oliver. Miss Grace was just budding into womanhood, and her death leaves her parents with but one other child—a daughter. She was a leading spirit in the entertaining of the members of the "Old Reliable" at its meeting here in October and went to Florida on their excursion. Her winning ways made her many friends, who will learn of her death with sincere regret.

R. B. S.

HALL OF QUEEN CITY DIV. No. 60, O. R. C., }
SEDALIA, Mo., Dec. 20, 1890. }

Editor Conductor:

At our last regular meeting, Sunday, December 7th, the following officers were elected for the year 1891:

J. M. Mallery, C. C.; Robert Richards, A. C. C.; V. P. Hart, S. and T.; S. J. Lovitt, S. C.; J. M. Spangler, J. C.; J. M. Patterson, I. S.; F. L. Mead, O. S.; V. P. Hart, Delegate to Grand Division; R. Richards, Alternate; J. P. Herrington, Local Ex. Com., 3 years; Robert Richards, Gen. Ex. Com. Meet at Pythian hall first Monday of month at 7:30 p. m.; also third Sunday at 2 p. m. Officers elect will be installed Sunday, Dec. 21st.

Yours in P. F.,

B. F. BLYTHE.



One of the finest Christmas issues that has reached us, is that of the Des Moines *Daily News*.

A regular fourth of July is what Warman sends us for Christmas, the *Western Railway* coming to us with a red, white and blue cover. The interior of the *News* is always re(a)d and some of its contents should cure the worst case of blues.

The *Locomotive Engineers' Journal* needs no special mention from us or for that matter from any; it is familiar to all who are familiar with railways. The number at hand closes the twenty-fourth volume and promises a continuation of the improvement that has marked its entire existence.

Vigorous English is something characteristic of the editor of the *Firemens' Magazine*, and the December number is no exception to the rule. Debs knows how to make an interesting publication and uses his knowledge. His editorials are invariably interesting even to those who are not in accord with his opinions.

In *The Queen's* "Word Contest," which the publishers of that magazine announce as the LAST ONE THEY WILL EVER OFFER, A Free Education consisting of a Three Years' Course in any Canadian or American Seminary or College, including all expenses, tuition and board, to be paid by the publishers of *The Queen*, or One Year Abroad, consisting of One Entire Year's Travel in Europe, all expenses to be paid, will be given to the person sending them the largest list of words made from the text which is announced in the last issue of *The Queen*. A special deposit of \$750 has been made in The Dominion Bank of Canada, to carry out this offer. Many other useful and valuable prizes will be awarded in order of merit. The publishers of *The Queen* have made their popular family magazine famous throughout both Canada and the United States by the liberal prizes given in their previous competitions, and as this will POSITIVELY BE THE LAST ONE OFFERED, they intend to make it excel all others as regards the value of the prizes. Send six two cent U. S.

stamps for copy of *The Queen* containing the text, complete rules and list of prizes. Address *The Canadian Queen*, Toronto, Canada.

The Century magazine is running a fast press day and night in order to print the first instalment of the delayed "Talleyrand Memoirs" in the January number. This same magazine was the first to print, before its appearance in France, the life and literary remains of the great French artist, Jean Francios Millet, and now *The Century* is to bring to light, before they appear in any other country, the long hidden memoirs of the most famous of French diplomatists. This first article will be preceded by what is said to be a brilliant pen-portrait of Talleyrand, by Minister Whitelaw Reid, who has made the selections from the most interesting chapters of the first volume.

The first instalment of selections from "The Memoirs of Talleyrand," which is to appear in the January *Century*, will contain a sketch of the author's strange and lonely childhood, an account of his entry into Parisian society, his estimate of La Fayette, some account of the beginnings of the French revolution, a striking passage concerning the Duke of Orleans; an account of Talleyrand's residence in England and America, and of a most interesting conversation between Talleyrand and Hamilton on the subject of Free Trade and Protection.

The December number of the U. P. *Employés Magazine* has reached us and presents an attractive appearance. As it does not come to us regularly, we cannot compare its present with the past. One of its editorials is in relation to the late General Assembly of the K. of L., and it sustains the action of that body in suspending A. M. Dewey. We do not profess to understand the circumstances, but upon the surface and from information picked up in the papers, this suspension has seemed to us to be an injustice. Mr. Dewey as chairman of a legislative committee published a manifesto urging members of that organization in Pennsylvania to support the republican candidate for governor and oppose the

democratic nominee. Mr. Dewey, perhaps, violated the laws of the order in so doing, but according to our superficial knowledge, if he deserved suspension, there are others who should bear him company. It also contains a criticism on Francis Walker's reply to Dr. Abbott's article on "Industrial Democracy." Were it not for the fact that we would be very apt to get into "politics," we would say something on Mr. Breitenstein's congressional article. On the whole, the December number is a good one.

And now comes *Wide Awake* with a "railroad story," begun in the December number, the introductory chapters describing a bicycle race and the running away of the victor of the race under a charge of winning it by fraud; a fair supposition is, that he will turn up as a brakeman, and, after an exciting and eventful life on the rail, settle down in the general manager's chair. The general character of *Wide Awake* is such that we may confidentially expect a reasonable story of life on the rail, without the glaring inconsistencies to which we are universally treated in the ordinary story of railway life. The publishers notify their readers that the magazine is permanently enlarged to 100 pages, and that there will be no cessation in their effort to steadily improve this excellent children's magazine. This Christmas number is a notable one and among many other interesting things, contains a fac-simile production of the original manuscript of Mrs. Heman's Landing of the Pilgrim Fathers; the opening chapters of Five Little Peppers Grown Up, and various other stories that will interest not only children but adults. *Wide Awake* is furnished in connection with THE CONDUCTOR at a reduced rate, and we advise all our readers who have any little folks at home to send twenty cents to the publishers, the D. Lothrop Company, Boston, Mass., and see if our opinion of the book is not verified.

Brother Hall, of the *Switchmen's Journal*, fully sustains the expectations formed as to his ability to conduct that publication creditably. He takes occasion to warn members of the S. M. A. A. not to enter into any system federation with the Order, particularly those on the eastern division of the Santa Fé, "who have been solicited" to do so. It may possibly be, that some individual members of the Order have "solicited" switchmen to form a system federation. Nothing of the kind has been done to the knowledge of either the writer or G. C. C. Clark in behalf of the Order, or any division of the Order by any one with authority to do so. That the matter has been discussed, and that members of the Order have expressed

themselves to members of the S. M. A. A. in favor of system federation is probably true, but that and the discussions that have taken place in Union meetings is the only "solicitation" that has occurred on part of the Order. In a number of instances, members and committees of the S. M. A. A. have voluntarily said to members and committees of the Order, that while they could not form a federation, they were ready and anxious to work in harmony, and it has been done in some instances. Brother Hall may rest assured that there will be no action on the part of the Order to induce members of that or any other organization to violate their laws.

Scribner's Magazine for January opens the fifth year and ninth volume of a periodical, which from its first issue was a popular success, and which has continued to grow rapidly in public favor. Its prospectus for 1891 contains the names of a number of contributors who are unrivalled in their special fields—men like Henry M. Stanley, James Bryce, Sir Edwin Arnold, and Robert Louis Stevenson. The readers of the "Railway" and "Electric" series will be glad to know that a similar series on "Ocean Steamships" is promised. The issue for January contains a number of striking features—first among them Henry M. Stanley's article on the "pigmies," which is entirely distinct from his book, and written since its publication expressly for the *Magazine*. Other features are Sir Edwin Arnold's second paper on "Japan," with Robert Blum's remarkable illustrations; the first of a two-part story by Frank R. Stockton, in his most amusing manner; one of a group of illustrated papers on Australia (marking the beginning of an Australian edition of the *Magazine*); and practical articles on modern fire apparatus, and the game of Court Tennis.

Mr. Stanley's paper "The Pigmies of the Great African Forest" is his first compact and complete presentation of all that he learned about these strange dwarfs throughout the many months of his journey across Africa. He writes of them as one fascinated with their cunning and general intelligence, their docility when properly treated, and their aptitude in all ways for the things which civilized man has considered peculiarly his own. The life of these nomads in their Lilliputian villages, their methods of hunting and fighting, and their habits and customs generally are explained in detail by Mr. Stanley, and illustrated from pictures based on photographs made by the expedition.

Sir Edwin Arnold's paper on "Japanese People" is a picturesque description of street scenes in Tokio, the shops, and baths, the tea houses, cemeteries and jinrikishas, with the curiously clad natives moving in and out of the busy scene. The result is an intimate view of Japanese life, making the reader actually acquainted with Japan on its human side. Robert Blum's illustrations will deepen the impressions made by the first pictures, that he has found the secret of artistically interpreting Japan and its people.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

B. H. BELKNAP, EDITOR.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

WM. P. DANIELS, MANAGER.

A NEW ORGANIZATION PROPOSED.

In another portion of this number, we publish a paper from a gentleman who is unknown to us, but who is vouched for by a conductor who is well known throughout the entire west and who has been in railway service over fifteen years to our personal knowledge. The author of the paper holds a high position on one of the trunk lines of railway and has been officially connected with the great railways for the past thirteen years, a well known financier and a thoroughly reliable gentleman in every respect. We confess to a considerable degree of curiosity as to his identity.

Whoever the author may be, he gives some interesting information and certainly no railway employé can find any fault with the aim and intent of the organization which he proposes. That railway employés suffer from the rate wars and the efforts of railway officers to earn dividends on stock that originally cost nothing at all, is a proposition conceded by all and if this gentleman can propose anything that will compel railways to maintain reasonable rates and avoid wars with each other, they certainly will be in a position to do better by their employés. As to the adoption of safety appliances, while there are various ideas of what is the best plan to bring about the desired result, there is a unity of opinion in regard to the want of something that will provide for the application of automatic and *uniform* brakes and couplers. In the matter of provisions for injured employés and their families we opine that there will be no objection filed here, and just here we wish to inject again our opinion that the first step to be taken to bring about a proper responsibility on the part of railway companies is some legislation that will forever wipe out the infamous "co-employé" fraud. Certainly a proper legal department would be a boon to many and while the Order has made some slight headway toward protecting its members and in the organization of a depart-

ment for legal advice to members and aid to them in deserving places, it is yet far from what it should be and if a practicable plan for a legal bureau in behalf all employés engaged in train service can be placed in operation, it could undoubtedly be sustained at a less expense than in any other way. As to the spotter, where is the member of any railway organization that will not be glad to see this frank admission of this railway officer that the spotter is a disgrace and a curse not only to the employé who is dismissed on his unsupported report but to the officer who employs him as well. By the way, we are proud of the fact that in one case, that of Brother Marshall Lafferty, a railway company has learned the estimation that is placed upon these gentry by a court and jury and we are proud of the fact that the Order as an association as well as its members individually have sustained Bro. Lafferty not only in his defense but in his prosecution of the company.

In closing, the author of this paper, states what is a fact that the policy of existing organizations is more in the nature of defense than anything else and while the importance of the forward movements that have been made, should not be underestimated, it is true that as a rule, members of the different associations are patient and very seldom engage in any conflict until patience ceases to be a virtue. The criticism in regard to the leadership in conflict, is not entirely unfounded and there is probably no one who has ever taken an important part in any struggle in behalf of labor, that with the experience of today, can not see some of the errors of the past and who will not freely concede them. It has been our opinion that an organization of the character outlined, could not be made practical and that it would result in injury in the end, and we are still of the opinion that all of the objects suggested and aims outlined can be brought about through the pre-

sent organizations, yet we do not wish to condemn a plan of which we know nothing and which has been subjected to the criticism that this is said to have been. We publish the article without endorsing the proposed organization until we are better informed and invite comment thereon from our readers. We hope to be further informed in regard to plans and details by which it is proposed to perfect such an organization and accomplish the results that are claimed for it in so short a time.

THE BROTHERHOOD HOME.

We print in this issue, a communication from Hon. L. S. Coffin in regard to the Brotherhood Home of which he is the president and to which we invite the attention of our readers. It is the wish of Mr. Coffin that the executive officers of the organizations of railway employes meet in Chicago at as early a time as possible and carefully investigate the Home and its management and merits and report their opinions to the members of their respective organizations and he further expresses a wish that the executive officer of each organization interested be made a member of the board of managers as a guarantee to the members that everything in relation to the Home is and will be, fairly and squarely conducted and that the funds contributed will be applied for the purpose stated and not misapplied or misappropriated. We believe the suggestion to be a good one so far as such membership would give confidence to members of the different organizations but we are of the opinion that in the Order and we presume it is also true in other organizations, the duties of the executive officer are such that he would be unable to give any time whatever to the Home and certainly the Grand Chief of the Order could not undertake any thing of the kind without the authorization of the grand division and while as a private person he might accept such a position, he would find himself unable to give it any attention without interfering with his other duties. In fact we think it extremely doubtful if any of the officers of any of the organizations, whose time is occupied by their official duties, could consistently accept any place on this board or if accepted, that could give it the necessary attention. We think however, that Mr. Coffin's object could readily and easily be reached by selecting some other officer or prominent member, for instance in the Order a member of the executive committee could be selected and such a selection would we believe answer every purpose and would also provide a member of the board who could give it the necessary attention, but a member of this committee would need the sanction of the Grand Division before he could accept the position as in any

way a representative of the Order. Possibly a still better way, if it would be acceptable to the incorporators of the home would be to request each organization to name a member and then the grand body of each organization could make a selection that would undoubtedly be entirely satisfactory. It should not be understood that we mention this matter because we think there is the slightest need for any supervision or that there is the slightest misapplication or mismanagement of any kind in connection with the home or that there is likely to be anything of the kind so long as it is in the hands of the present management. We approve of the suggestion of Mr. Coffin merely as a matter of establishing the utmost confidence among employes and not as a necessary check.

DISPATCHERS ON DECK.

HUNTINGTON, Dec. 12.—[Special.]—It has been surmised for some time by the train dispatchers in the Chicago & Erie offices in this city, that the management intended filling their places with new men just as soon as possible. Yestardy afternoon C. C. Scott, dispatcher on the east division received a telegram from superintendent Merrill stating that his services were no longer needed by the company. No reason was given for the sudden discharge of Mr. Scott and the transaction created an intense feeling of indignation on the part of the entire force of dispatchers. They saw in the move the first step toward cleaning out the entire office, inasmuch as a strange man was here ready to take Mr. Scott's place. So a message was immediately signed by the train dispatchers and sent to Mr. Merrill demanding the reinstatement of Mr. Scott at once and giving the superintendent until 11 o'clock to-day for returning his answer. About 10:30 this forenoon the reply was received ordering Mr. Scott to return to work. Had not this order been received all the dispatchers would have quit work at 11 o'clock thereby tying the road up completely from one end to the other.
— *Indianapolis Sentinel*.

Brother Scott is a member of the Order and the secretary of Division No. 120, and there is considerably more to the matter than is contained in the above. The excuse made for the dismissal of Brother Scott was, that he had given a "lap" order, but an investigation proved the charge unfounded, and it is a fact that Brother Scott is considered by the trainmen who receive his orders, as one of the most capable employed by the company. Brother Scott was once before marked for the headsman, superintendent Mayne having received orders to dismiss him because he was a member of the Order. Mr. Mayne, however, had the good sense to see that such action would cause trouble, and as he says himself, he did not do it for that reason. The new chief dispatcher placed at Huntington by superintendent Merrill, is said to have stated that every man in the office there, would have to leave to make

room for his friends. About 4:00 P. M. December 11th, Brother Scott's dismissal was sent by wire; he was not on duty but word was sent to him to meet the other dispatchers at 7:30, and the result of this meeting was that a message was sent to Mr. Merrill requesting the reinstatement of Brother Scott and advising him that they would wait until 11:00 A. M. the next day for his reply. A feature of the case was that the dispatchers were sustained by all the trainmen while special credit is due to the engineers and switchmen for their voluntary offers of support; at 10:45 the next morning, a train made up to leave at 10:00 and three switch engines were standing in Huntington yard waiting for the decision; it came just before 11:00 in the shape of a telegram reinstating Brother Scott. Whether any further action will be taken remains to be seen. Notwithstanding the promise of the management that no changes would be made except for cause, there has been for some time past a feeling of apprehension among the employes of the Chicago & Erie, that there would be a general dismissal of old employes, and this incident shows that the men have not been idle, but are thoroughly organized to resist a violation of the agreement.

LOANING PASSES.

A conductor writes to the *Railway Age* stating that it is not the conductors that are loaning their passes. This conductor states that he is employed by one of the roads that has been the most liberal in issuing passes to employes of other roads and that of all the passes bulletined or taken up, not a single one on that line has been issued to a conductor. He further says that hardly a single trip is made by him that he does not take up a pass that is found in improper hands and that several hundreds have been bulletined. He says that not an order has ever been issued to take up a pass that was issued to a conductor and of those presented not a single one has failed to identify himself as the authorized holder. In this communication, agents are charged as being the guilty parties and it certainly reveals a bad state of affairs when so many employes to whom this favor has been extended are willing to misuse it. We are very glad to note for the honor of the profession, that conductors are guiltless and in this connection, we may say that in all our experience we have never known but one authentic case of a conductor misusing a pass and in this case, the person was a member of the Order who was promptly expelled. There have been a number of instances where accusations of this kind have been made but with the above exception, it has never been sustained.

A NEW MUNCHAUSEN.

Sometimes the very audacity of a "prevarication" compels attention where an ordinary, every day misstatement would pass unnoticed, and of all statements of that character that has ever come to our notice while "meandering through this vale of tears," that of the accomplished and practiced prevaricator of the B. of R. C. "organ" in a late issue, for the sublimity of its audacity and its unparalleled effrontery, discounts anything that has yet shown itself.

"The Brotherhood of Railway Conductors has in contemplation the erection of a building to be used as a permanent general headquarters. This building will be located at some prominent centrally located point, and it is expected to cost a half-million of dollars. Offers of assistance have already been received from four live cities, ranging from \$150,000 to \$800,000, and two prominent insurance companies have promised to pay for one-half of the cost of the building, if the members of the B. of R. C. will give them office room and agree to insure with them. This matter will be worked for all it is worth, and something interesting may be looked for in this direction at the next convention at Jacksonville, Fla."—*Railway Service Gazette*.

Where, Oh! Where is the Order with its contemptible little \$75,000? What have the B. of L. F. to say with their insignificant \$50,000? What will their little "switch shanty" of a building that is only to cost a matter of \$200,000, amount to beside this noble structure, (reared in the mind of the "Majah") and which it is expected will cost half a million of dollars and for the location of which, the competition is already so great, even before it is hardly suggested, that one city has offered \$300,000 more than the proposed cost of building it, and two insurance companies have offered the sum of \$250,000 for the privilege of renting office rooms and insuring the members of this magnificent organization.

We have always credited Mr. Howard with a little common sense, but if he expects that there is on the whole American continent, a railway employe who is such a consummate fool as to credit such a specimen of assinnity, we shall be obliged to revise our opinion of him, as the "Majah" and his paper now belong to; and are the official mouthpiece of the B. of R. C., in the absence of any correction by the illustrious G. C. C., we must suppose that he sanctions such rot.

IS IT FEAR OR HOPE?

A bashful swain was once startled by the action of his best girl who turned to him after a long and oppressive silence, and ejaculated "you let me be." John soberly replied, "Why, I ain't touchin' you." "Well you'r goin' to," said the damsel, to which John returned, "Why, I never

thought of such a thing," whereupon his fair hostess quietly informed him that he "had better go home then." The house was not brick and did not fall upon John, but a glimmering of light penetrated his cranium, and in a few minutes he was "making glad a waist place." In this particular place there is no question as to the motive that prompted the action of the neglected girl; she feared that John didn't intend to relieve the oppressive chilliness of the place by "putting something mere around her," and hoped that he would not lack the necessary determination after the matter was suggested. This little circumstance is brought to our mind by the insistence of certain people that the B. of L. E. and the Order "let each other alone," and the palpable fear that "if they ain't touchin'" each other now, they are "goin' to." If as is claimed, the "federation" is thoroughly satisfactory, why do our friends burden their lives with worry as to what the Order or the B. of L. E. will do?

"And now comes the Brotherhood of Locomotive Engineers and the Order of Railway Conductors, and proposes to form a little federation of their own. Nothing could happen which would form a stronger argument in favor of national federation."—*The Federationist*.

Several publications seem to be extremely solicitous as to what the Order and the B. of L. E. will do, and though no proposition has been made by either organization, we find it stated by several that a national federation is being considered between the B. of L. E. and the Order, and *The Federationist* in its first issue seems to partake of the same fear exhibited by them, for it looks very like a fear that something will happen. We cannot speak in any sense for the engineers and do not know whether any thing of the kind has been discussed by them or not, we can relieve the suspense of all on the anxious seat in regard to the Order, by saying that nothing of the kind has been proposed or considered. It is true that individual members have expressed their opinions, some in favor of, and some against such an alliance, and for all the writer knows something of the kind may come to pass in the future. Personally, we believe it to be unnecessary and are not in favor of it.

The American magazines have come to be recognized the world over as the best illustrated and most ably conducted; in fact, it is said that larger editions are sold in England of at least two of our leading magazines than any of the English monthlies. This condition has resulted from the fact that the American magazines hesitate at no expense, either for the purchase of manuscript or illustration. \$50,000 has been paid by one maga-

zine for a single series. Millions are invested in the business, and they can well afford to pay any price for an article of unusual interest. Probably no single cause is having such an effect in the education of both old and young America as these magazines. They are penetrating into every household. Their beautiful engravings serve as instructors even to those unable or too busy to read. The most popular authors recognize that they can obtain more money from the magazines than by publishing in book form. In proportion to bound volumes, the magazine gives as four to one. Take for instance the *Cosmopolitan*, which contains annually 1536 pages by the leading authors of the world, and more than 1,200 illustrations by clever artists. That would make four volumes of nearly 400 pages each, yet it is furnished to the subscriber at only \$2.40 a year. The four bound volumes which it would make would be worth on the book stands not less than \$12.00. It seems impossible that so much should be furnished for so little, and it is only when the number reaches 100,000 or upwards that such work can be turned out at a profit to the publisher. Formerly it was considered impossible to place such a magazine before the public for less than \$4.00 per annum, and the predictions were numerous, when the price of the *Cosmopolitan* was fixed at \$2.40, that it would be impossible for it to survive at such a figure. The publisher believed that a first-class magazine at the low price of \$2.40 would be quickly appreciated by the public. His expectations have been more than fulfilled, and the December issue of the *Cosmopolitan* reached the 100,000 mark.

With a view to the introduction of the *Cosmopolitan* to the readers of this journal, we propose to do even better than the very low price of the magazine. To those who have never been subscribers to the *Cosmopolitan*, we will furnish THE RAILWAY CONDUCTOR and the magazine at \$3.00 for the two.

Through the kindness of Hon. L. S. Coffin, we are in receipt of *Dividends*. A word to Directors and Legislators by H. L. Hastings; *Dividends* is a thirty page pamphlet on Sunday trains and safety equipment for rolling stock, and deserves more extended notice than can be given with the time and space now at command. It is a powerful arraignment of railway owners and managers for their desecration of the Sabbath by Sunday traffic, and for the needless sacrifice of life and limb that is continually occurring; and yet the managers are not alone to blame for the Sabbath breaking. We shall in the future refer to this pamphlet again, and give our readers extracts from it.

MENTIONS

The report of election from several divisions and considerable other matter is held over for the next number on account of want of space.

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The treasurer of Alamo Division No. 59, reports nearly \$600 on hand at the close of his term of office. A pretty good financial showing for a small division.

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The strike of the trainmen on the Colorado Midland railway was terminated by the return to work of the men, pending the arrangement of a new schedule of pay.

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It is said that Bell, Carr, Cook and Raymond, went to see the opera of Carmen during their recent stay in Chicago, under the impression from the title that it was a railroad play about brakemen, conductors and other car-men. Bell denies the report though.

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At Ogden, Utah, the switchmen struck for some reason as yet unexplained, and interrupted the business of the U. P. for a short time. The strike is reported as ended at Ogden, but at this writing, the dispatches report that all the switchmen at Rawlins on the U. P. are out and nothing but passenger trains moving. No cause is given.

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We are in receipt of a copy of the annual report of the secretary of Indianapolis Division No. 103, which, as usual, reflects credit upon that officer and shows that the division has not been idle during the past year. We regret that space prevents our giving it in full.

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The Metropolitan Publishing company will have ready for distribution on or about January 10th, a very handsome album of about forty pages containing photograph views *in ink* of all the beauties of Cedar Rapids—her residences, exterior and interior, manufactories, and places of public interest. The publication will be artistic and exceedingly novel, and promises to surpass anything of the kind ever before issued here.

The price of the album is but fifty cents and it will be valuable as a souvenir of the city or to send to friends elsewhere. Address Metropolitan Publishing Co., box 401, Cedar Rapids, Iowa.

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A notable event in railway annals was the opening recently of the Grand Central Passenger Station in Chicago, more familiarly known as the Wisconsin Central depot. This magnificent structure is undoubtedly the finest of its kind in the United States. Perhaps we ought, however, to except the Illinois Central station in Chicago.

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One of the neatest letter heads that we have lately seen, comes to us from San Antonio Division No. 76; inside of a large initial "O" is an extremely good picture of the old and famed "Alamo;" the heading is a fine lithograph, and is from the press of the Maverick Lithographing Company, of San Antonio.

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It has been suggested, that on account of the expense of the committee on the C. M. & St. P., and the fact that the passenger conductors fared better than the freight conductors in the settlement, that those of the passenger conductors who felt disposed to contribute anything in excess of their proportion, send it to the divisions whose members are principally freight men.

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At Glenwood, on the B. & O. railway, three switchmen were dismissed for breaking into the yard master's office when all the switchmen employed at that point went out on a strike. The strike was not endorsed by any organization and the business of the company was not materially interfered with, the strikers places being filled with new men.

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A communication from "A Silent Member," who writes from Philadelphia is not published, because the writer did not give the name. All communications *must* be signed by the correct name of the writer, not for publication if it is desired that the name be withheld, but for our

own information and only under very exceptional circumstances will any communication be printed where the correct name is not given.

We have on our desk, the Columbia Cycle Calendar for 1891, a convenient piece of desk furniture for which the Pope Manufacturing Company have our thanks.

Brother Jim Stone, (formerly of Division No. 14) went hunting recently with some friends, and while separated from them he scared up a fine deer. Shouting to his friends to run and see it, and gazing after it himself he let it get away without thinking of shooting, although he had a loaded double-barreled shot-gun in his hands. But don't say anything to Jim about it.

December 21st was a red letter day in the history of Pine Tree Division No. 66, as they had twenty candidates whom they made good and true members of the Order; after this came their election of officers and then refreshments in the shape of a banquet. THE CONDUCTOR acknowledges with sincere thanks, an invitation to be present and assist in making life a burden for the new conductors.

Brother J. E. McCarthy, late train dispatcher on the U. P. at Pocatello, Idaho is now in the real estate business in company with H. E. Magill, also a former dispatcher at the same place, at Aberdeen, Washington. As Aberdeen has no railway, the boys must feel lonesome once in a while, but they expect a road soon and then a boom, and we hope it will come and make them millionaires.

If reports are correct, an incident occurred at the late meeting of railway presidents that according to all accounts "credited some consternation." The meeting occurred, as is well known upon the invitation and at the residence of Mr. J. Pierpont Morgan, and after the resolutions had been adopted and signed by nearly all present, the host provided a sumptuous banquet, and while they were enjoying this banquet Mr. Stickney observed that all present were gentlemen; "in your private capacity as such," he said, "I would trust any of you with my watch, and I would believe the word of any of you, but in your capacity as railroad presidents, I would not believe one of you on oath, and I would not trust one of you with my watch." Mr. Stickney also declared that the agreement would not be kept and would amount to nothing. And these are the men who dismiss conductors for dishonesty

on the reports of disreputable "operatives." It is true that they do not personally employ the "spotters" perhaps, but they are, nevertheless, responsible for their employment.

The "Gentlemen's Association" has been re-organized with practically all the principal roads west of the Mississippi except the Alton, Fort Scott and "Katy" as members. It is to be managed by an advisory board consisting of the president and one director of each company; the duties of this board are to establish and maintain uniform rates, and to decide matters of interest to the members; is to have entire charge of all outside agencies at competitive points, the rates established to be binding upon all companies, and no company can withdraw without giving ninety days notice, and the agreement provides for the immediate dismissal of any officer or representative of any company who shall directly or indirectly make any variation from the established rates. It is certainly to be hoped that so far as the maintenance of reasonable rates, the prevention of discriminations and the destructive rate wars are concerned the association may be of more effect than the old one ever was.

In the last CONDUCTOR, we noted the fact, that Thos. C. Little, a former member of Division No. 54, of New York City, met his death by accident, at El Moro, Colorado, and that his remains were forwarded to Hornellsville by members of the Order. We obtained our information as to the latter portion of the item from the *Western Railway*, and while it seemed singular that a person who was not a member of the Order should be cared for by the association or its members exclusively, Brother Warman is usually good authority. A later issue of the *Western Railway* contains a correction saying, that it was the B. R. of C., of which Mr. Little was a member, that took charge of the remains; Mr. H. A. Williamson, in a letter to this office states, that we "fail to mention what Order and leaves readers to infer that it was the O. of R. C." There is but one Order of conductors, and Mr. Williamson may rest assured, that when we speak of the Brotherhood we will use its proper title, although Mr. Williamson himself as well as other members of that organization seem to find it extremely convenient to use a portion of our title very often, instead of their own proper one and it was probably by just such a misuse of a part of our title, that Brother Warman was misled originally. For instance, Mr. Williamson says, that the remains of Mr. Little "were escorted to Salimanky by a brother of the Order."

Employés of the Louisville and Nashville at Louisville, will regret the resignation of Mr. P. T. Downs. He entered the service of that company in 1879 and made his way from the ranks, having been for some time past superintendent at Louisville.

Mr. R. B. Cable goes to Jacksonville as general manager of the Jacksonville, Tampa & Key West. Unless Mr. Cable has been greatly changed by his connection with the Reading, the employés and all concerned are to be congratulated on his appointment.

Joint committees of the members of the B. of R. T. and the Order employed on the C. M. & St. P. and the B. & M. roads, have made a satisfactory settlement of their grievances on these roads and on the former a new schedule of pay for freight-men has been adopted.

As will be observed by a quotation on another page, the "Majah" has already settled the election of one officer for the Order, which suggests the query as to whether it would not be well to save the expense of a Grand Division, and let the gallant "Majah" do all the business?

S. H. H. Clark receives a royal welcome back to the Union Pacific, and the welcome is none the less sincere and hearty because he has retained Mr. Holcomb who remains in practically the same position as heretofore, but with a different title. The *News Reporter* suggests that Mr. C. F. Ressegue is likely to receive the appointment as general superintendent. If made it will give to the employés additional satisfaction and the road will have an official staff that cannot be excelled.

Already, Toledo Division is badly handicapped in its endeavor to have that city selected for the place of meeting of the Grand Division in 1892. "Majah" Leflet announces that he is in favor of it, which with members of the Order will be a material reason for opposing Toledo. With his usual modesty, the "Majah" reluctantly confesses that he "has more or less to say as to what shall or shall not be done in Toledo." Mayor Hamilton and the council can now act in the matter as the "Majah" has given his consent.

In referring in our last issue to the loaning of passes by some conductors, we had no intention of casting reflections upon the Order of Railway Conductors. On the contrary, we were given the information by a member of that Order, at whose suggestion the article was written. It was as much of an insult to the respectable members of the O. R. C. for some of the men to abuse their transportation as it was to the roads issuing it. We do not write this as an apology for what we have published, but as an explanation. We have the greatest respect for the Order of Railway Conductors, but not for men who, when they receive favors on account of their position of trust and their connection with the Order abuse these favors.—*The Western Railway*.

THE CONDUCTOR certainly did not impute to

Bro. Warman any desire to reflect upon the Order but on the contrary considered it a compliment to the Order in that he credits a member for the information.

The *Firemen's Magazine* has taken occasion several times lately to attack the writer, whether from fear of his influence with members of the Order against national federation, or with a desire to provoke antagonism that shall prevent any alliance between the B. of L. E. and the Order is uncertain but very evidently it is one or the other and in its anxiety to "make a case" makes assertions that are untrue. If the former reason is the one that moves Bro. Debs, his anxiety is unfounded as the columns of THE CONDUCTOR will demonstrate, for we have stated, that while our personal preference was for system federation modeled something after that of the Union Pacific employés, we would not oppose any other plan that was favored by members, and we are fully aware that since three prominent organizations have directed their members not to enter any system of federation, that it will be impossible to make it a success while they hold that attitude. We certainly should oppose any plan that would bring into existence two different national federations of employés such as would be the case were a national alliance to be formed between the B. of L. E. and the Order, as in our opinion it would mean simply a rivalry between the two that would be detrimental to all, and ultimately end in the dissolution of one or the other and possibly both.

On a former occasion when the *Magazine* contained attacks of this character, both the articles themselves and a reply were in type for publication in THE CONDUCTOR, but were withheld by request of two of our associates whose advice was asked and who urged that printing the articles either with or without a reply, would create an antagonism between the members of the two organizations, particularly with members of the Order who are friends of the writer, and that such an antagonism would be detrimental to all interested, and urged that the natural inclination of the writer to be governed by the Mosaic law rather than the new dispensation, be suppressed in the interest of all. For this reason they were unnoticed, as later efforts will also be, except for this brief item. The charge of cowardice made by the *Magazine* will sound singular to the many who know that the first impulse of the writer is to strike back and reason afterwards. We believe that merely printing the articles referred to, without a word of comment would have a favorable effect so far as we are concerned, and are free to confess that had it not been for the counsel of associate officers whose opinions are valued, Mr. Debs would find that there is at least one "live lion" with whom we would not hesitate to engage, but under the circumstances and with the requested advice at hand, we will not engage in any controversy so long as the attacks are confined to us personally, and are not upon the Order and its officers and members generally, and whenever our good brother's digestion is bad, his ink vitriolic or the inspiration with which he is credited by Lovejoy, is of a more lurid character than usual, he can lay on to his heart's content.



DIED—At Deadwood Springs, California, October 11, 1890, James O. Welch, aged 36 years.

Brother Welch commenced his railroad career as a messenger boy for the Central Pacific railroad, and acted in that capacity, for a time, in the office of F. W. Bowen, division superintendent, at Sacramento. His active nature was attracted by the fascination of train life, and at his request he was transferred to the position of freight brakeman, from which, after continuous service of between two and three years, he was promoted to a freight conductorship. After a successful service in this position for four years, he met with an accident in the form of a badly broken leg, from the effects of which he never fully recovered. Upon his convalescence, he was assigned to the conductorship of passenger trains, and was so engaged during the ten years preceding his death, possessing the confidence of his superior officers as well as his associates in a marked degree, having charge, for a long time, of the important "Oregon Express" train between San Francisco and Red Bluff.

Brother Welch was a fine type of the cool, brainy, American railroad conductor; vigilant, punctual and intelligent. His quiet and gentlemanly demeanor endeared him to all with whom he came in contact and his death was the occasion for general regret.

He was a charter member of Sierra Nevada Division No. 195, O. R. C., which passed the following resolutions of esteem:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to remove from our midst our beloved Brother, James O. Welch, and

WHEREAS, The esteem and high regard in which he was held by the members of this division renders it proper, that we place on record our appreciation of his services as a Brother, and his merits as a man, be it

Resolved, That in the death of Brother Welch, this division loses a Brother who was always zealous in his work, wise in counsel, and fearless in action, and whose virtues endeared him to his Brothers of the Order, and to his fellow-citizens.

Resolved, That while we bow in humble submission to the will of the Almighty, we no less mourn the loss of our Brother who has been called to rest.

Resolved, That the members of this division tender our heartfelt sympathy to the parents and friends of our deceased Brother, and hope that they may find comfort in Him who doeth all things well.

Resolved, That our charter bedraped in mourning for thirty days; that these resolutions be spread upon the records of this division; that a copy be sent to the parents of our deceased Brother and that they be published in the *Daily Record-Union* and *THE CONDUCTOR*.

Committee: { H. H. WELLS,
M. V. MURRAY,
J. F. CALDERWOOD.

Peterson.

"Her spirit smiles from that bright shore,
And softly whispers, 'weep no more.'"

Mrs. Mary A. Peterson, daughter of the late Bishop D. F. Thomas and wife of Peter Peterson, the well known Central Pacific conductor, died in Ogden Monday afternoon at 1 o'clock.

Mrs. Peterson was born in South Cottonwood and has been a resident of Ogden for many years. She has been sick about ten days, and for the last ninety hours was unable to speak or recognize any of her family, which made her death more affecting.

The deceased leaves four motherless children, two girls and two boys, the oldest being but eight years and the youngest ten days.

Brother Peterson is a member and the efficient secretary of Wahsatch Division No. 124, and has the sincere sympathy of his friends and Brothers in this extreme affliction.

MILWAUKEE, Wis., Dec. 19th, 1890.

Editor Conductor.

WHEREAS, All things mortal are born to die? and

WHEREAS, God in His all wise Providence has removed from our midst our Brother J. C. Payne, therefore be it

Resolved, That Division 46, Order of Railway Conductors, do sympathize with the family of our late Brother, and direct them for consolation to Him who has promised to be "A Father to the Fatherless, and the widow's God."

Resolved, That these resolutions be spread on the minutes of our Division records, printed in *THE RAILWAY CONDUCTOR*, and a copy sent to the bereaved family of our deceased Brother,

Resolved, That our charter be draped in mourning for the space of thirty days.

By Order of the Division.

THE RAILWAY CONDUCTOR.

VOL. VIII.

CEDAR RAPIDS, IA., JANUARY 15, 1891.

NO. 2.



DOWN THE GLORIETTA MOUNTAINS.

Each man settled back into his seat, and the boys began their yarn-spinning. Rail-roading was the subject, and each had something to say of terrible wrecks or hair-breadth escapes.

"I railroaded some myself," said a stranger sitting over by the door, and who so far had taken no apparent interest in the stories told by the boys. "I quit several years ago, after some years of hard work, for I was firing, and you all know that's no child's play. I ain't ashamed to say that one trip took all the ambition out of me. I was on the Santa Fé road, running between Las Vegas and Wallace, and part of our run was over the Glorietta mountain, the pass by which the road crosses the Rocky mountains. From the top of the pass to Lamy junction was forty-five miles, and the grade 185 feet to the mile. The road is carried through cañons and along the mountain side, and in no place is there a quarter of a mile of straight track until you get down to Cañon siding. From there to the junction is six miles of pretty straight track, but the same heavy grade. There was no air-brake on freight cars in them days, and the boys used to have to set 'em pretty tight to keep from going down too fast. Any of you been over that part of the road?" and the speaker looked inquiringly at his audience.

"I have," said a tall, powerful-looking brakeman, "and I would not care to twist on that mountain. It beats anything I ever worked on, and I've been on some tough mountain roads."

"It was in the winter," said the stranger resuming his story. "I was firing for George Young. Our engine was a heavy twelve-wheeler, and to her great weight alone I attribute our escape. Freight traffic was very heavy on the road at this time and nearly every train was in two sections. We would run two sections to the top of the hill and then one engine would take both sections down the mountain. On the day of which I speak we left Las Vegas before daylight, pulling the first section of a heavy train, and made it all right to the head of the pass. We were the first train over the road that day and about two inches of snow had fallen, so the track was pretty slippery. When the other train had arrived we made the two sections in one and were ready for our trip down the mountain. The other engine helped us over the pitch of the hill and then ran back to Las Vegas. We had hardly got over the hill when the train began running pretty fast and George whistled for brakes while I set the tank brake as hard as I could. We could see the three brakemen doing their best to check the train, but

their efforts were of no avail, for when three miles from the top of the hill we were running forty miles an hour and could do nothing to check our headlong speed. Just below the Wylie bridge is a curve and then we saw that the caboose was gone. Seeing that they could not check the train, the brakemen had crawled back to the caboose and pulled the pin, thus severing their connection with the train, knowing that they could soon stop the caboose with the powerful brake with which it was supplied. They had left us to our fate, expecting to find us somewhere at the bottom of the cañon, as it did not seem possible that we could keep the track at the high speed we had now attained. Relieved of the caboose the speed of the train increased and the swing of the engine made it hard for us to keep from being thrown out of the cab. Our only chance lay in staying with the engine, as jumping was out of the question. On the one hand was the canyon, five hundred feet deep, and on the other the mountain rose like the wall of a house, and we would roll under the train and be cut to pieces. All this time George had kept the whistle going and this, together with the roar of the train, could be heard fifty miles off. It was a cold morning but neither of us needed an overcoat for the perspiration stood on our faces in large drops. 'We may pull through yet,' I shouted to George. He made no reply but the look of despair on his face showed me that he did not believe it.

"We were now running at the rate of sixty miles an hour and it seemed to me that the engine would leave the track every moment. At Canyon siding was a gravel bank where the gravel train used to load up between trains, and in loading, the flat cars stood on the main track just below the switch. What my feelings were as we neared the end of the canyon and shot around the last curve into the straight track I can not now describe, for there on the main line stood the gravel train of seven cars and the engine nowhere in sight. We afterwards learned she had gone back to the junction for water while the cars were being loaded. This they had plenty of time to do, according to the time-card, but we were nearly an hour ahead of time. The flats were left in charge of a young man named Webber, a new arrival from the East. As soon as he saw us coming he jumped on the cars and let off the brakes, and the cars ' ' to

move at a rate that soon unloaded what gravel they had on board. On dashed the flying freight train, past the gravel bank and the group of frightened laborers while half a mile ahead the flats were skipping along with the speed of an express train. Webber was holding on to a brake wheel, once in a while looking back at the train that seemed to pursue him like fate.

"The six miles to Lamy junction were covered in less than as many minutes, and we rushed like a cyclone through the yard and past the side track where the work train engine had sought safety not five seconds too soon. The flats were now about one hundred yards ahead. About two miles below the junction was a rise in the grade of about eighty feet to the mile. The length of the grade was about three miles, and we had strong hopes, if nothing happened, of stopping her by the time we got to the top. It was evident the flats could not go much further at the terrific speed they had attained, for they were jumping three feet clear of the track, and the only wonder was that the couplings held. Suddenly like a flash the head car jumped the track and the rest followed like a flock of sheep, and with an awful crash piled up into kindling, burying poor Webber under the pile. It came so suddenly that before I could realize what had happened the wreck was left behind and we were dashing up the other grade. For the first mile I could see no difference in our speed, and then the grade began to tell. Slower and slower moved the train, and half a mile from the end of the up grade we regained control of it and had to steam to the top of the hill. As we came to a stop I looked at the clock in the cab. It indicated 7:45. We had left the head of the pass at 7:05 and had run forty-nine miles in forty minutes. George now gave his engine an examination, but with the exception of the right wrist-pin she was as cool as could be expected. Soon after the yard engine came out and helped us back into the yard, where the train was overhauled and the cause of the runaway found. There were only six good brakes in the entire train of sixty-two cars.

"As soon as we got into the yard a party was made up to look for poor Webber. We were soon at the scene of the wreck, where half a dozen men were already at work. It was the worst wreck I ever saw; nothing but a pile of kindling and the

brave fellow was most at the bottom. Every one worked with a will, but it was only after two hours' hard work that the broken and crushed form of poor Webber was laid on a mattress in the little tent at the side of the road. He was still alive, but died in a very short time. Every bone in his body was broken. His mother had arrived in Las Vegas only a few days before and was sent for. A special train brought her down in care of the superintendent, and there were few dry eyes in that crowd as kind hands assisted the broken-hearted mother from the coach and over to the tent where lay her only boy. Mrs. Webber was cared for by the company, who gave her a life annuity. The boys took up a subscription and placed a handsome granite shaft over poor Webber, who was buried close to the wreck. After the inquest and funeral we went back to Las Vegas and I took my time. A few mornings after, this is what I saw in the looking-glass."

The stranger lifted his hat. The hair on the front of his head was white as snow, while the rest was jet black.

"What became of the caboose? They slacked it down to Cañon siding and left it there and then skipped. They were never seen in that part of the country again."—*Detroit Free Press.*

Elmira Division Ball.

The second annual ball of Division No. 9, Order of Railway Conductors, was in every respect a success. Bundy hall was decorated for the occasion in a beautiful manner and with superb taste. From the large chandelier in the center of the hall, red, white and blue bunting was stretched to all corners of the room, and on the walls were the mottoes and emblems of the Order. Bunting hung from the spectator's gallery and the platform on which the orchestra sat was concealed by draperies and flags. Silver plated lanterns of the several colors used in the railway service glimmered through evergreen branches and illumined the gay and brilliant scene. The attendance was very large, but the ball room was not overcrowded as on the previous occasion, owing to the fact that out of the large membership of the lodge scarcely a dozen were able to attend the ball on account of the great and unusual press of business on all the railroads. The grand march,

which was led by C. E. Stickles and M. J. Slattery took place promptly at nine o'clock as advertised and more than 200 couples followed the gallant ticket punchers through the evolutions. The souvenir programmes were faithfully distributed and were greatly admired by the ladies. Excellent suppers were served at the Arbour and the Hub restaurant, and during the supper hour the waiters in each place were kept busy attending to the wants of the crowd at the tables. Driscoll & Flemming's fine orchestra of eight pieces furnished the music for the delightful event and during the intermission gave a concert which was thoroughly enjoyed by those who remained in the hall. Quite a party of ladies and gentlemen came from Corning to attend the ball, and Great Bend, Pa., Binghampton, Owego, Waverly, Sayre, Bath, Addison, Hornellsville, and Buffalo, were represented. The visiting Brothers and their lady friends were most cordially welcomed and were hospitably entertained by the committees. During the evening the boys from abroad made many conquests among the pretty Elmira girls present and likewise were themselves enthralled by the beauty and wit of the Queen City's fair daughters. Owing to the serious illness of a member of his family, Grand Floor Conductor C. E. Stickles, was obliged to leave the hall for home after the grand march, much to the regret of the guests of the lodge, among whom Mr. Stickles is a great favorite. As the chairman of the committee of arrangements, Mr. Stickles did commendable work, and to him is due a great deal of credit for the success of the brilliant and enjoyable affair. He was ably assisted by Ira Jones, T. B. Hewitt, W. S. Whitley, T. W. Keefe, J. T. Walsh, G. Sayles, M. A. Walsh, C. Lipincott, M. P. Holleran, E. C. Ostrander, J. Hinman, A. Smith, M. Slattery, each of whom did more than his allotted part, and is deserving of the thanks of his brother members of the lodge. About 150 tickets were sold at the box office, and the receipts from the sale of the tickets prior to the night of the ball will reach several hundred dollars. The total receipts are computed to exceed \$600, and the profits on the ball will amount to a handsome sum. It was long past midnight when the merry party broke up, and when the last dance was ended more than one young man and maiden sighed and expressed the wish

that dancing might continue an hour or two longer. The conductors' ball was a hummer, and the *Telegram* is pleased to extend congratulations.—*Elmira Sunday Telegram*.

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Seven Thirsty Elephants ana How They Quenched Their Thirst.

One day a circus and menagerie train halted at the railway station on its way through a town. Of course there was great curiosity among the railroad men to inspect this queer special train; and among others the engineer and the fireman of one of the locomotives in their yard left their posts for a short time to see the different menagerie cars.

When they came back and were ready to move their locomotive, they noticed that the cover of the water-tank was open. Further they luckily discovered that the tank was nearly empty—although it had been full to the brim when they left it.

Such an extraordinary thing had never happened before! No wonder there was great surprise on all sides; every one knew the tank was full when the men had left it; in fact some of the "hands" had seen it filled, neither was there a leak in it, and yet, the tank was empty. The question was, where had the water gone?

Seven thirsty elephants, shut up all day and all night in a car that gave them hardly room to move; their warm bodies fairly touching one another, a paltry allowance of water to quench their thirst, and, then, to be left standing on the hot railroad track, the sun's rays pouring down upon the roof of the car, and with only such air as could come through the small open windows! Was it any wonder when, their keen scent told them water was near, that they should search for it? How were they to know that it was not there for their convenience. At any rate, no sooner were the men gone, when through a small window of the elephant car the dusky trunk of an elephant made its way, sinuously out. Another followed its example, then another, until seven trunks had felt and snuffed around, over engine, tender, and coal. What they sought was not there; but they still kept moving about, and, coming to the water-tank, one of them stopped, felt all over the cover, and at last managed to get the finger-like end under the edge of the cover. Then slowly and carefully it was opened; when, behold! there was what the elephants wanted—water, and

plenty of it. The owner of that particular trunk took a long draught, its companions meanwhile shoving and pushing one another, in their anxiety to drink. One after another they filled their trunks with the cool water, and poured it down their dry, parched throats. How grateful! How refreshing! After the long, dusty ride, with what keen enjoyment they squirted the water over their tired, hot bodies, until they were cool and comfortable.

The mystery of the empty tank was a mystery but a short time. The keeper of the elephants on visiting the car, had found it and the elephants deluged with water. A few inquiries, and the matter was explained to everyone's satisfaction.—*St. Nicholas*.

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The First Æolian Harp.

Early in their voyage to Colchis, the brave Argonauts came to a place where in high rocks narrowed the sea to the breadth of a river, and the stream ran swift, and the waves roared beneath the rocks, and the wet cliffs bellowed. Then Euphemus took the dove in his hands, and set it free, and she flew straight at the pass where the rocks met, and sped right through, and the rocks gnashed like gnashing teeth, but they caught only a feather from her tail. Then slowly the rocks opened again, like a wild beast's mouth that opens, and Tiphys, the helmsman shouted, "Row on, hard all," and he held the ship straight for the pass. And she leaped at the stroke, and the oars bent like bows in the hands of the men. Three strokes they pulled, and at each the ship leaped, and now they were within the black jaws of the rocks, the water boiling round them, and so dark it was that they could see the stars. But the oarsmen could not see the daylight behind them, and the steersman could not see the daylight in front. Then the great tide rushed in between the rocks like a rushing river, and lifted the ship as if it were lifted by a hand, and through the straight she passed like a bird, and the rocks clashed, and only broke the carved wood of the ship's stern. And the ship reeled the seething sea beyond, and all the men of Jason bowed their heads over their oars, half dead with that fierce rowing.

Then they set all sail, and the ship sped merrily on, past the shores of the inner sea, past bays and towns, and river-mouths and round green hills, the tombs of men slain long ago. And, behold, on the top of one

mound stood a tall man, clad in rusty armor, and with a broken sword in his hand, and on his head a helmet with a blood-red crest. And thrice he waved his hand, and thrice he shouted aloud, and was no more seen, for this was the Ghost of Sthenelus, Acton's son, whom an arrow had slain there long since, and he had come forth from his tomb to see men of his own blood, and to greet Jason and his company. So they anchored there, and slew sheep in sacrifice, and poured blood and wine on the grave of Sthenelus. And there Orpheus left a harp, that the wind might sing in the chords, and make music to Sthenelus below the earth.—*St. Nicholas.*

A Kansas County Election in Pioneer Days.

The next day, to their great discomfiture, our settlers blundered upon a county election. Trudging into Libertyville, one of the new mushroom towns springing up along the military road that leads from Fort Leavenworth to Fort Riley, they found a great crowd of people gathering around a log-house, in which the polls were open. County officers were to be chosen, and the pro-slavery men, as the Borderers were now called in this part of the country, had rallied in great numbers to carry the election for their men. All was confusion and tumult. Rough-looking men, well-armed and generally loud-voiced, with slouched hats and long beards, were galloping about, shouting and making all the noise possible, for no purpose that could be discovered. "Hooray for Cap'n Pate!" was the only intelligent cry that the newcomers could hear; but who Captain Pate was, and why he should be hurried for, nobody seemed to know. He was not a candidate for anything.

"Hullo! there's our Woburn friend, John Clark," said Mr. Howell. Sure enough, there he was with a vote in his hand going up to the cabin where the polls were open. A lane was formed through the crowd of men who lounged about the cabin, so that a man going up to the door to vote was obliged to run the gantlet, as it were, of one hundred men, or more, before he reached the door, the lower half of which was boarded up and the upper half left open for the election officers to take and deposit the ballots.

"I don't believe that man has any right to vote here," said Charlie, with an expression of disgust on his face. "Why, he came into the Territory with us, only

the other day, and he said he was going up on the Big Blue to settle and here he is trying to vote!"

"Well," said Uncle Charlie, "I allow he has just as good a right to vote as any of these men who are running the election. I saw some of these very men come riding in from Missouri, when we were one day out of Quindaro." As he spoke, John Clark had reached the voting-place, pursued by many rough epithets flung after him.

He paused before the half-barricaded door and presented his ballot. "Let's see your ticket!" shouted one of two men who stood guard, one on either side of the cabin-door. He snatched it from Clark's hand, looked at it and simply said, "H'ist!" The man on the other side of the would-be voter grinned; then both the men seized the Woburn man by his arms and waist, and, before he could realize what was happening, he was flung up to the edge of the roof that projected over the low door. Two other men, sitting there, grabbed the new-comer by the shoulders and passed him up the roof to two others, who, straddling the ridge-pole, were waiting for him. Then the unfortunate Clark disappeared over the top of the cabin, sliding down out of sight on the farther side. The mob set up a wild cheer and some of them shouted, "We don't want any Yankee votes in this yer 'lection!"—*St. Nicholas.*

Talleyrand and Alexander Hamilton.

"Your economist," he said to me, "invented a beautiful dream; it is the chimerical exaggeration of people whose intentions were good. "Theoretically," he added, "their system might perhaps be contested, and its unsoundness be exposed; but we must leave them their sweet illusions; the present state of affairs of this world suffice to prove that, at least for the nonce, their plan cannot be carried out; let us be satisfied with that fact." I did not make a very firm stand in favor of the economists, yet I could scarcely make up my mind to abandon the idea that there could exist some generous combinations that would result in mutual advantages for all commercial nations. Philanthropic ideas rush to the mind when one is an outlaw.

Mr. Hamilton did not seem to me to reject so peremptorily the possibility of all industry being, some day, divided into a

permanent way between all the nations of the world.

Europe, I said to him, is acquainted with and cultivates all branches of art, and excels in the manufacture of all articles of luxury, as in every thing that tends to make life more pleasant and agreeable. The New World possesses a kind of wealth peculiar to it; its crops will always surpass in quantity those of any rival nation.

Might not, therefore, the distribution of those two modes of applying men's abilities serve, at least for a considerable time to come, as the measure and basis of the relations that must necessarily spring up between nations, some of which daily require to buy, at a moderate cost, the most usual necessities of life, whilst others are anxious to acquire all that tends to make life more pleasant and sweet?

Might not that natural balance furnish a vast ground for intelligent exchange, which being ruled by international conventions, would constitute the commercial intercourse of the different powers?

"Your idea," Mr. Hamilton said to me, "will only be practical the day when—and it is perhaps not very remote—great markets, such as formerly existed in the Old World, will be established in America.

"You have four chief markets concentrating all the products of the world; that of London, which, notwithstanding our commercial successes, will yet be the first for a long time to come; that of Amsterdam, which, if things do not mend in Holland, will soon be removed to London; that of Cadiz, which will eventually pass into the hands of our northern or southern ports, and that of Marseilles, which owed its flourishing state to Levantine trade, but is now on the eve of being lost to you Frenchmen.

"As for us, we only need two markets, but they are indispensable to us; one for the Northern and one for the Southern States.

"When those large markets are established, commerce will be able to resume its regular course; commercial enterprise will no longer rely on mere chance, it being the interest of each market to publish the real price and quality of the various goods that find their way to it; excessive fluctuations will be thereby avoided, thus keeping within reasonable bounds the losses and gains of all speculations. Then will sailors of all nations bring in confidence their cargoes to the various ports of the world."—*The Century*.

H. M. Mounts, secretary of the Order of Railway Conductors, Indianapolis Division, will to-day send out notices calling a regular meeting of Division No. 103 on Sunday, Dec. 21, at 1:30 P. M., for the purpose of electing officers for the ensuing year; also, a delegate and alternate to the Grand Division, and to assist in other important business that will be presented at the meeting. No degrees will be conferred at this meeting. A union meeting will be called by Division No. 103, of all the divisions in Indiana, to be held in the hall of Division No. 103, Sunday, Jan. 18, at 9 o'clock, A. M. It is requested that delegates be sent to this union meeting from each division for the purpose of co-operating in taking such action as may be deemed necessary to secure the location of the headquarters of the Order in this city. Invitations will also be sent to divisions of the Order out of the state, to send delegates to this meeting and aid Division No. 103, with their influence, in its efforts for this purpose. All Grand Officers will be invited and are expected to be present.—*Indianapolis Sentinel*.

One of the pleasant incidents of the convention was the presentation of the American flag to the Brotherhood by Mrs. Anna Hendricks Warner. Mrs. Warner's grandfather was a patriot of the American revolution, and possessed the sturdy spirit of independence characteristic of these times. When dying he declared that the only monument he desired was the purchase of a flag to be presented in after years to some labor organization noted for its sterling worth and independence. While looking down from a window at the parade on the opening day of the convention, Mrs. Warner concluded that it was the finest representative body of young men she had yet encountered, and accordingly awarded them the flag. It was presented to Grand Master Wilkinson to become the property of the Brotherhood.

There is something decidedly complementary in the fact that after being held in trust so many years awaiting a suitable destiny, this flag was, in a country filled with labor organizations, presented to the Brotherhood of Railroad Trainmen.—*Trainmen's Journal*.

When the Truth Is Blamed.

Prisoner—But I would rather tell my own story. Don't you think it would be believed?

Lawyer—Yes, that's the trouble. It would carry conviction with it.—*The Jury*.



MARTHY VIRGINIA'S HAND.

"THERE, on the left!" said the colonel: the battle had shuddered and faded away,
 Wrath of a fiery enchantment that left only ashes and blood-sprinkled clay —
 "Ride to the left and examine that ridge, where the enemy's sharpshooters stood.
 Lord, how they picked off our men, from the treacherous vantage-ground of the wood!
 But for their bullets, I'll bet, my batteries sent them something as good.
 Go and explore, and report to me then, and tell me how many we killed.
 Never a wink shall I sleep till I know our vengeance was duly fulfilled."

Fiercely the orderly rode down the slope of the corn-field—scarred and forlorn,
 Rutted by violent wheels, and scathed by the shot that had plowed it in scorn:
 Fiercely, and burning with wrath for the sight of his comrades crushed at a blow,
 Flung in broken shapes on the ground like ruined memorials of woe;
 These were the men whom at day break he knew, but never again could know.
 Thence to the ridge, where roots outthrust, and twisted branches of trees
 Clutched the hill like clawing lions, firm their prey to seize.

"What's your report?"—and the grim colonel smiled when the orderly came back at last.
 Strangely the soldier paused: "Well, they were punished." And strangely the face looked, aghast.
 "Yes, our fire told on them; knocked over fifty—laid out in line of parade.
 Brave fellows, Colonel, to stay as they did! But one I 'most wish had n't staid.
 Mortally wounded, he 'd torn off his knapsack; and then, at the end, he prayed—
 Easy to see, by his hands that were clasped; and the dull, dead fingers yet held
 This little letter—his wife's—from the knapsack. A pity those woods were shelled!"

Silent the orderly, watching with tears in his eyes as his officer scanned
 Four short pages of writing. "What 's this, about 'Marthy Virginia's hand'?"
 Swift from his honeymoon he, the dead soldier, had gone from his bride to the strife;
 Never they met again, but she had written him, telling of that new life,
 Born in the daughter, that bound her still closer and closer to him as his wife.
 Laying her baby's hand down on the letter, around it she traced a rude line:
 "If you would kiss the baby," she wrote, "you must kiss this outline of mine."

There was the shape of the hand on the page, with its small, chubby fingers outspread.
 "Marthy Virginia's hand for her pa."—so the words on the little palm said.
 Never a wink slept the colonel that night, for the vengeance so blindly fulfilled,
 Never again woke the old battle-glow when the bullets their death-note shrilled.
 Long ago ended the struggle, in union of brotherhood happily stilled;
 Yet from that field of Antietam, in warning and token of love's command,
 See! there is lifted the hand of a baby—Marthy Virginia's hand!

—George Parsons Lathrop in *December Century*.

Parker.

Dean Thurlow and his wife were sitting at breakfast. "Parker will be troublesome," said Mrs. Thurlow, handing back a blackedged letter to her husband.

"Troublesome!" replied the Dean, chafing at the inadequacy of the word. "Troublesome! She'll be all the plagues of Egypt rolled into one!"

"I shall miss Uncle Anthony," rejoined his wife. She felt that death required all three syllables, though the defunct had been known as Uncle Tony for the last fifty years.

"Methuselah and old Parr were missed, I've no doubt," answered the Dean, driving his spoon through the bottom of his empty egg-shell. "Anybody can be missed if he lives long enough; but Maria, for goodness sake, don't expect me to express regret, for I can't and won't. When a man has the indecency to live to be ninety, one's only feeling is relief."

The Dean spoke with such irritability that his wife perceived that his thoughts dwelt more on Parker than on his deceased relative. To recall his mind to the fact of the bereavement, she rose from the table and decorously pulled down the blinds that faced the street. The Dean looked up sharply.

"Well," said he, "I suppose I must endure that, but remember, not one particle of crape."

Uncle Tony was dead at last, at the patriarchal age of ninety. He had hunted until he was eighty; everything in the way of bones that a man could break he broke, but at eighty he gave up hunting and took to falling down stairs, and slipping on the oak flooring of the hall; but he then only achieved dislocations. In money matters Uncle Tony was a perfect child. He had a faculty for muddling money away; it ran through his fingers like water. When his affairs became so complicated that he did not know whether he was solvent or not, he sent for his astute nephew, Dean Thurlow, to put him straight. These visits of the Dean were a terrible discipline to Uncle Tony. The unhappy old gentleman went through hours of agony. They say the art of cross-examination is only to be learned at the bar, but this is manifestly incorrect, as the Dean possessed it in perfection. When he got his uncle all to himself in the study he gave him many a very bad quarter of an hour, thus:

"Thompson, I see, paid off his mortgage of £500 in July last, that was principal; what have you done with the money, Uncle Tony?"

He shook his finger at the 'Squire till the old gentleman trembled in his shoes. Uncle Tony always said he was sure he had reinvested it, but he never had; then he swore it must still be at his bank, but it never was; ultimately, he was

always compelled to own that he supposed he had used it. If a man were so blind to the ordinary rules of morality as to spend principal as if it were income, he became at once anathema to the Dean, especially when that principal was bequeathed by will to himself and his son. It was after twice convicting his uncle of this heinous crime that the Dean achieved his great coup; he swooped down on his unfortunate uncle, calling in his mortgages and outlaying investments, and clapped the entire product into consols, triumphantly investing it in his uncle's and his own name. His wife always said when she returned from that visit there was a look of ineffable peace on his face. She woke in the night and heard him sighing softly.

"Are you ill, dear?"

"No, my love, only too happy to sleep."

The Dean had indeed achieved a good day's work, he had invested £20,000 of his uncle's money in consols in his own and his uncle's name.

"The result of this is, Maria," he explained, as he sipped his glass of port over the fire on his return, "the result of this is that when Uncle Tony dies I save £600 for probate duty, and I take the £20,000 as survivor; his will can not touch that, nor all the lord chancellors and cooks in Christendom."

The illusion to the cook was in this wise: When Uncle Tony was eighty his faithful old cook died and he had to look about for a successor. Directly the Dean heard of the death of the old historic cook, and that Uncle Tony was hunting about for another, he packed off a woman from his own village to secure the place. He crammed Mrs. Beeton's cookery book into her box and gave her a special letter of recommendation. He said to his wife:

"I dare say she can bake and boil; and if not she can learn, and she's fifty if she is a day, and well marked with the small-pox; one can't have them too ugly when the master is eighty and unmarried." But the best of schemes miscarry; and some extremely pungent utterances were to be heard next day at the deanery, when the unlovely cook returned and reported that a Mrs. Parker had been beforehand with her and secured the place.

"What is she like?" asked the Dean sternly.

"About forty, sir, rather a well favored party, and very genteel and fair-spoken."

That night, in a metaphorical sense, Parker lay like lead upon the Dean's chest. The thought of her haunted him as he shaved, and made his hand unsteady. The very next day he journeyed to Claxton Manor, his uncle's place, and the result was, that on his return he brought back with him a will duly executed and attested, by which his

uncle left the entire residue of his property to himself and his son Jack after him. How he achieved that stroke of business was never revealed to a too curious public; but when he looked that will up in his safe and reflected on the above-mentioned consols arrangement, then he felt that he could be at peace with all, even with buxom cooks. He had interviewed Parker, and finding her arrayed in honest cotton, busily engaged among her pots and pans, he did not feel uneasy. But as time went on, the excellent Parker washed no more pots and pans; a kitchen maid was hired to do that. The cotton dress was exchanged for alpaca, alpaca gave place to cashmere, cashmere to silk, and silk to excellent satin at ten shillings the yard. When your cook dresses in satin, the acute English matron sniffs danger from afar. By slow degrees, too, the wearer of these progressive gowns crept upward from kitchen to housekeeper's room, and thence to the dining-room, and onward to the master's study, and ultimately to his bed-side, where for the last year of his life she kept faithful watch and ward. Of course, the Dean was aware of Parker's rise in the world, and suffered torments of anxiety. Only once during that last year did he succeed, by extraordinary fineness, in seeing his uncle; and then to his horror he found a tottering, bed-ridden old creature who cried for Parker one moment and trembled at her coming the next. The Dean himself trembled when he looked at the buxom figure dressed in rich silk, and that calm, resolute face with the quiet smile. There was an extremely unpleasant sense of proprietorship in the tone with which Parker pressed him to stay to dinner. The Dean, seeing the extreme danger of the position, allowed no sign of hospitality to escape him, and even complimented Parker (with due Decanel dignity, of course,) on her general buxomness, but it was gall and bitterness to him.

Two months after this distressing interview Uncle Tony died, and the letter arrived with which our story opened.

"His will is in my safe, and the £20,000 stands in my name as survivor." These were the last thoughts that filled the Dean's mind as he sank to sleep that night, but Parker mixed herself up in his dreams, and his slumbers were disquieted.

Next morning, at breakfast, the Dean seemed in quite a hurry.

"I am off to London to prove the will," he said, in answer to his wife's question.

"To prove the will!" she replied, in accents of utter amazement. "Why he is not buried yet." The Dean smiled.

"I am aware that it is the conventional custom to read the will after the funeral, and then prove it, but I am unconventional, and shall prove it first and read it afterwards."

"But you can't get it done; the funeral is in four days."

"I shall try, my love," said the Dean, shutting up his black bag with a snap.

Months before, the Dean had prepared for this emergency. Through the long winter evenings, while he sat over the fire sipping his port his excellent wife used to read "*Wilhelm Meister*" in the original. As she read German with difficulty, and that classic work is somewhat lengthy, it had already lasted for several years. The Dean, she used to think, was asleep, but in truth he was projecting his mind into the future, and arranging plans to circumvent Parker, and how best to invest his fortune when Uncle Tony was no more. So when that event occurred, the Dean was as well prepared for battle as a German general on the eve of a European war. He had procured a hand-book, "*How to Prove a Will in Person*." He was sole executor, and he had prepared and filled up all the necessary papers; everything was cut and dried, ready to his hand in the little black bag.

"I shall do in three days what a lawyer would waste three weeks over," he soliloquized, as the express train bore him up to London.

The officials in the office still have a vivid recollection of Dean Thurlow. For three days, you may say, he lived in Somerset House; he permeated the entire establishment: he interviewed registrars, clerks of the seals, and all kinds of high officials; he was so urbane, so cordial and pleasant, that he talked over everybody. He gave two little luncheon parties, and it is said he put several of the juniors on a "good thing" for Kempton Park. Many forlorn old widows who dropped in there to prove wills mistook him for a judge at least, and accosted him, and the worthy Dean took them in hand and piloted them through the difficulties of probate practice. At four o'clock, the very day before the funeral, probate was granted to the Dean, and he returned to his wife with the precious document in his bag.

That evening he felt he had won the first trick, but he owned to his wife that, of course, Parker might have the trumps in her hand after all.

"Parker," he said, "may have got him to execute a will subsequent to mine; that will be annoying, certainly, but I may upset it on the ground of undue influence; but the thing I dread most is she may have married him, and that would revoke my will and leave her in a splendid position." This, indeed, was a tremendous fly in his pot of ointment.

"Why," asked his wife, "did you not search the marriage registers?"

"Of course I did," he growled back, "but the last six months are never posted up, and she may win the odd trick yet."

The Dean wrung his hands at the prospect of such a thing. Then he went to bed and prepared for the funeral on the morrow.

CHAPTER II.

Next morning he and his son Jack took train to Claxton Manor. Of course Jack was to go, as he, in fact, was the heir. All the real estate, and there was a good bit, was to go finally to him. Jack was a wild Oxford under-graduate of twenty, very comely to look upon, with his bright, young English face, his merry eyes, and tawny hair. The Dean loved and was proud of his son, but for all that Jack was a thorn in his father's side. When his bills came in from Oxford there was always a dreadful scene.

"He is absolutely ignorant of the value of money," sighed his father. "What that boy costs me no one will ever know."

The Dean always preached little immoral essays to his son in this wise:

"Providence, as a rule, endows a man with one of three things, brains, money or good looks—all three are negotiable securities, you have no brains and no money, but you have the third; make the best use of it and marry an heiress." Jack always promised he would.

As they drove up to the closed house, the Dean admonished his son to treat Parker with great respect, and he added;

"And I do wish, Jack, you would throw away that cigarette and contrive to look a little more depressed."

"But, dad I am not depressed at all. I never saw the old gentleman. In fact, I am looking forward to a jolly good row between you and Parker." The Dean groaned softly; it was so hard that one's own flesh and blood should take so melancholy a view of his chances of success.

As they passed through the old hall the Dean was startled by Jack calling out:

"Hullo, dad!" This was caused by a passing glimpse of a very pretty girl of about seventeen. She was dressed in very neat mourning, with a pretty white scarf; she moved away with such a swift, dainty grace that before the Dean could get his eyeglass up she was gone.

"Doubtless, Miss Gladys Monroe, from the hall," he said. "They all greatly esteemed your uncle."

Jack looked less depressed than ever.

Parker received them in the old dining-room: to use Jack's phrase, "She certainly put a lot of side on," but her manner if cold, was certainly respectful and deferential, and she alluded to the deceased as her late master.

The Dean performed the service with a sonorous dignity that was extremely impressive. Jack followed first as chief mourner, and rather

to his surprise, immediately after him came Parker and the young lady from the hall. Jack was desirous that the pretty young lady should walk beside him, and bowed to her to do so, but she only shook her head and smiled tearfully, the gentlest, prettiest little showery smile one could imagine. She looked so pretty, and sweet and sad, that Jack all but said: "Oh, I say, don't cry." She was the only one of all those assembled who shed a tear. As she stood beside the open grave, a bunch of white lilac relieving the the intense blackness of her dress, her pretty golden hair framed by the little black bonnett, Jack vowed to himself that Gladys Monroe was the prettiest girl he had ever seen.

Half an hour later all the party were assembled in the dining-room to hear the will read.

"Let all the servants be called in," said the Dean with great authority.

"You will, perhaps, allow me, also, to be present?", said Parker, in her smooth voice.

"Certainly: I said all the servants," replied the Dean, with emphasis. "The young lady may remain, also, if she wish."

A ghost of a smile crossed Parker's calm face as she spoke.

If the Dean read the funeral service impressively, he had yet retained a still more pathetic key in which to read the will. It was dated ten years ago, and, as our readers know, everything went to the Dean and his son, except some legacies to the servants living with deceased at his death.

As the Dean finished, the parchment crackled as he folded it up, but the Dean heard another rustling behind him. Parker had risen in her crisp, new mourning and was facing the audience. The Dean began with a propitiatory smile:

"I need hardly say, Parker, that I shall be glad to increase your legacy of £20 to £50."

Parker's manner is respectful still, but has an unexpected austerity in it.

"I thank you for your kindness, but I do not now need it. I am Mrs. Thurlow, your uncle having married me a month before his death." A hum of approval rose from the other servants. Mrs. Thurlow, (though for convenience sake we will continue to call her Parker) moved with some dignity from her seat and took the head of the table. Jack laughed softly, and said:

"There, dad, I told you it was odds on the black mare."

The Dean preserved his serenity admirably.

"I presume you are in a position to prove the marriage."

"Certainly, I have the certificate here." Whereupon, without more ado, she produced it.

"I have obtained probate of the will I have just read," continued the Dean, when he had inspected and handed back the certificate.

"A little premature (she said prematurely, but that was the only slip she made). You know, of course, that marriage cancels a will?" Then, indeed, the Dean felt his last plank giving way beneath him.

"If that is so, my uncle died intestate, and you will take your half of the property."

"Excuse me a moment," replied Parker. She then called to one of the maids, who handed her a box, out of which she produced and duly put on a widow's cap, and a very comely widow she made as she sat there in her becoming mourning, the light of victory in her bright eyes.

"It is my turn to read a will now," said the buxom widow, and she dived once more into her neat little reticule.

When things came to this pitch the Dean said he felt fate could have no more blows in store for him. The will was dated three days after the marriage, and after leaving a legacy of £500 to the Dean, the entire residue of his property went to "his dear wife Anna Maria and to her daughter Nellie."

"To your what?" cried the Dean, glaring at her through his glasses.

"To my daughter Nellie," she answered, waving her hand to the pretty young girl with the sweet eyes and hair. Nellie blushed, and half held out her hand to the Dean in a propitiatory way. Jack blushed, too, to the very roots of his ruffled yellow hair; she wasn't Miss Gladys Monroe after all, only a cook's daughter. Up till then the Dean had kept the curb on his temper, but now the tempest of his wrath broke loose. There was a terrible scene. He denounced the whole thing as an abominable conspiracy; he would upset both marriage and will; he banged the table, he stamped on the floor; he called his uncle a confounded old fool, and to Parker he said every dreadful thing an outraged dean may say. I am bound to admit that Parker scored off him as far as dignity went; but then it is easy to keep your temper when you have won the game and have only to gather up the stakes. The Dean left the house threatening all kinds of pains and penalties; he shook the dust off his feet and breathed out fire and fury as he leaped into the fly. Jack ought to have supported and seconded his father; but Nellie was crying softly in a corner, and she looked so troubled and pretty that Jack, after a moments hesitation, took her hand and said softly:

"Good-by Nellie. Don't cry. You and I'll remain friends, whatever the old folks do." And straightway Nellie did leave off crying, and a little watery ghost of a smile crept back into her eyes as she looked up at Jack and whispered:

"How kind and good you are. Good-by"

CHAPTER III.

The next three months are a chronicle of doughty legal deeds. With a beautiful alacrity several sets of solicitors galloped into the fray.

The Dean questioned the marriage, and that was established; then he attacked the second will, and that was confirmed. After that, to his horror, the widow carried the war into his camp, and impugned his twenty-thousand-pound consols arrangement, and, to his utter dismay, the court held it formed part of the deceased's assets and went under his will, and worse still, the costs were given against the dean. It was indeed a harrowing spectacle to behold Dean Thurlow, who had triumphed over so many foes, now overthrown and vanquished by a quondam cook.

His excellent wife took the opportunity of his abasement to enforce a moral lesson or two on greed and worldliness. The dean was, indeed, a wreck; he looked ten years older. For many days he never read his papers. Consols went up and down, and he heeded them not. It was now summer time, and Jack had been away sketching and fishing for a month, and came home just as the crisis arrived. His father stared at him with glassy eye.

"Go and break stones by the roadside. All the freeholds are gone, the valuable leasehold ground rents gone, Claxton Manor and its rent-roll gone, and now the consols gone, and that woman is gloating over her ill-gotten gains." As Jack hears all this he flushes half guiltily.

"I say, dad," he answers, "there's one trump card you haven't played yet; you may win all back yet. May I play the card for you?" The Dean turns sharply on his son.

"No jesting, my boy; what do you mean?"

Jack takes his father's hand, and says softly: "Let me marry Nellie."

Men don't often have hysterics, but deans perhaps may, now and then, at any rate Dean Thurlow seemed on the verge of an attack, but in a few moments he pulled himself together and grasped the situation. Nellie was a cook's daughter, it was true; but she was an heiress, exceedingly sweet and pretty.

All that month that young rascal Jack had been fishing near Claxton Manor, and truly he had fished to some purpose.

Mrs. Thurlow was a little difficult to manage; for many nights she neglected Wilhelm Meister and listened to Jack's plausible pleading. Then aided and abetted by his father, he got Nellie asked to the Deanery, and her sweet, winning ways completed the victory.

Parker stood somewhat on her dignity; but she had grown to like that bright-faced boy and having so completely overthrown the Dean, she could afford to be generous.

Then the Dean girded himself together and brought all his diplomacy to bear on the marriage settlements. He cajoled Parker into resigning some of her life interests, and ultimately the entire property of Uncle Tony was brought back into the family. Having accomplished this, the Dean set himself to work to put a good face on the matter socially. He discovered that Parker's father had been a small oil and color man who preached in a little Methodist chapel on Sundays in a little remote village in Lincolnshire. Parker was astonished, and society duly impressed to hear the Dean allude to her father as "the well-known divine, Jonathan Parker." Within a year or two she relieved the Dean of all further trouble by retiring once more to Lincolnshire, and marrying a respectable local doctor.

The years run on and find Mrs. Thurlow struggling with Wilhelm Meister, and the Dean sits and sips his old port as of yore, but a little grandson generally rests upon his knee and persuades the reverend divine to tell him a story. I regret to say that the morals of the dean's stories always have a distinctly worldly flavor, and invariably inculcate the supreme duty of getting on, making money, and duly investing it.—*Albert Fleming in Indianapolis News.*

An Interesting Literary Personality.

The January number of the *Cosmopolitan* will contain the first two parts of the new novel by Mrs. Van Rensselaer Cruger, whose "Diplomat's Diary" and "A Successful Man," the latter first published in the *Cosmopolitan*, excited so much comment both in this country and Europe. She is undoubtedly the most interesting personality who has appeared in the literary field since the entree of Amelia Rives, but unlike Miss Rives, who was brought up amidst the country surroundings of a Virginia home, and who was a girl in her teens when she began to write, Mrs. Cruger has been for years a leader of New York society, and has spent a couple of winters at some of the most famous courts of Europe, and while yet a very young woman has enjoyed the richest experiences of life.

The *New York World*, publishing a three column article, gives the following interesting facts regarding her life: "Julien Gordin," who all now know is Mrs. Van Rensselaer Cruger, has long been a leader in fashionable society, and has been as much noted for her cleverness and brilliant repartee, for her varied reading, for wide knowledge of men, women and things, as for her elegance in all the details of fashionable life. Those who know her personally are not surprised at the really excellent qualities of her literary work, but

those who know her only as a woman of fashion are surprised at her powers in this new field. Mrs. Cruger's mother, Mrs. Storrow, was Miss Paris, the favorite niece of Washington Irving, who gave her away when she was married at Sunnyside, and clasped a diamond on her neck which has descended to Mrs. Cruger. The Wentworths were her ancestors, and her uncle, Chas. Storrow, who graduated at Harvard the head of a class in which were Lowell and other distinguished men, is still living in Boston. Her great grandfather was a British officer, and is still remembered in Boston as a handsome old gentleman with brilliant eyes and much of the vivacity of the French in his manner. He was very elegant and accomplished. He frequently contributed to the periodicals, having a natural gift for writing. Her father, Thomas Wentworth Storrow, lived in France nearly all his life, and she was born in Paris.

At her home on Long Island, the writer says: "The two drawing-rooms are thrown into one, a wood fire blazes in the chimney, before which Loris, the English black and tan terrier, lies stretched at full length; the shaded lamps throw a subdued light over everything, and "Julian Gordon," seated on the couch, leaned back against the cushions and talked in a low cultivated voice. Mrs. Cruger has chosen a retired spot for her country home; there are no near neighbors, and unless she has friends visiting her, or some one rides or drives over from one of the distant country places, she is quite alone during the day. She has tea brought to her room at 8:30 every morning, and does not go down stairs until 11 or 12 o'clock, breakfast being served at 12:30. Tea is brought to the drawing-room at five and dinner is served at eight. "Julian Gordon" writes in her bed-room, a dainty room, the hangings of the bed and the quilt being of gold colored satin. The desk, with a mirror is placed opposite the windows that look out upon the waters of the Sound, and a wood fire burns upon the hearth. Here she sometimes writes all day, taking rest in physical exercise, riding or walking, of both of which she is very fond. She is tall and handsome, elegant and dignified in appearance and manners, and has gray eyes and rippling sunny brown hair. As a result of the most intelligent care, she enjoys superb health. She is never tired and likes to be out of doors a great part of the day. She takes long walks and canters on the beach, accompanied by her dogs, Loris, Praxiteles, a handsome collie, two mastiff pups and a big black Newfoundland, or strolls about the farm giving orders. On Sundays, "Julien Gordon" and all her guests attend service in the little Episcopal Church at Oyster Bay,

crossing the bay in Col. Cruger's steam launch, or driving over, the distance by land being about five miles, through shaded roads and sandy places, with glimpses here and there of the Sound. Aside from her literary work and social duties, "Julien Gordon" is an excellent horsewoman and accomplished musician. She practices on the piano every day, and during the winter plays twice a week with a professor of music. Since her entrance into literature her correspondence has increased largely, but she manages to find time to answer all letters.

Col. Cruger is building a large house at a short distance from the little one they now occupy. It will be finished in the Spring, so that next Summer will be passed in the new house. Its frontage is 200 feet on the Sound by 60 feet deep. It is built in the Colonial style of architecture, and is two stories in height. The entrance is towards the south, the large hall 25x50 feet, extending across the house and containing an impluvium at the north end which will be surrounded by plants. But the new house at Idlesse Farm contains, besides ball-room and banquet room, many suits of apartments intended for guests, and if appearances may be trusted, "Julien Gordon" will not lead a very quiet life at her country home. Idlesse promises to be the gayest house on the north shore of the island, but it is to be hoped that the fair hostess and literateur will continue to have the courage to deny herself to visitors when she is in a creative mood, and so give to the public an occasional novel and essay from her pen.

Editor Railway Conductor.

As you considered my first letter worth publishing, I take the liberty of writing again in regard to dyeing such thick and heavy garments as coats, cloaks, pants, etc. It is almost impossible to dye them in the usual way, as it is so much trouble to press them into shape. For such articles "dry dyeing" is used. Suppose you wish to dye a sunfaded coat or cloak. The first thing to be done is to thoroughly clean the garment, using care to take out all grease spots. Dissolve one package of Diamond dye, the desired color, in one cup of hot water. Allow it to stand over night, then strain through a thin rag, and heat to a boiling point. Sponge one half a sleeve with warm water, until damp; then with a sponge tied to a stick, apply the hot dye, going over the surface evenly. In this way go over one part at a time until all has been gone over. When dry, if it should not be dark enough, or should be spotted go over it again.

Pants can be "wet dyed," by first washing them well in hot suds, wringing and hanging upon a line, without wringing, until nearly dry. Put into the dye and boil up, then liit into a tub of hot water; and stir around with two sticks. When the water looks like dye, lift the pants out into another hot wrinse water, and so on until they leave only a tinge of color in the water. Hang up by the waist band, without wringing, and when almost dry, bring in and iron. In ironing be sure to place a piece of dark cloth over the spot to be pressed and stop ironing before the steam stops rising. If they are ironed until perfectly dry, they would look shiney.

Felt hats can be dry dyed, very easily, by sponging in warm water, and then with the dye. If stiffness is required sponge with a solution of one tablespoonful of white sugar to a small cup of boiling water. Pull and press into shape while wet. When dry they may be pressed with an iron, by placing a damp cloth over the hat. Perhaps, some conductor's wife may have the experience of a friend of mine. Her husband bought a new cap, and after a few weeks wear, the gilt bands and lettering became very much tarnished, and man fashion, he brought it to his wife to have her "rub it up." As "rubbing it up" was out of the question she hit upon an original idea, and her "worse half" was delighted to find how bright the gilt shines, and what was more, it never again tarnished, and how it was done?

She had been gilding some fancy work with the diamond bronze powders, and had, with a fine camel's hair brush, gone over the bands and letters with gold paint. Encouraged by her success in this line, she gilded over the gilt brade upon a blue dress, that was so tarnished as to look very badly. This is a "little off" from the dyeing business but what woman can hold to the same subject long. Hot dyes can be used to renew faded carpets and rugs. The writer once bought a soiled velvet rug, and after it had been washed, proceeded to give it its original brilliant colors, by applying hot dyes with a camel's hair brush. Cheese cloth, screen and net curtains can be tinted by the use of these dyes. Those lovely yellow flowered madues curtains are sure to be soiled after a couple of seasons, and when washed the ground color is sure to fade to cream color. Their beauty can be restored by a bath in a weak dye made of yellow (for cotten.) A friend had a banner embroidered in ribbon daisies, which became very badly soiled. They were turned into yellow daisies by painting them with strong yellow dye. The basket is opening so I will close.

J. H.



DETROIT, Mich., Nov. 24, 1890.

Editor Railway Conductor:

On Sunday, Nov. 23d, Division No. 48 learned with regret of the death of Brother Frank S. Butler, and it was resolved that this Division extend to the Grand Division, of which Bro. Butler was an honored and esteemed officer, our sincere sympathy in their loss of so good a member.

F. C. SMITH, Sec'y.

BLOOMINGTON, Ill., Dec. 14, 1890.

Editor Railway Conductor:

At the election for officers of Bloomington Division No. 87, held this day, the following named Brothers were elected:

C. C., Thomas Deane; S. and T., John H. Ruben; A. C. C., David Thornton; S. C., M. V. Shaver; J. C., E. Roberts; I. S., John Weinhardt; O. S.; D. T. Enright; Delegate to the 23d Grand Division, John H. Ruben; Alternate, Thomas Deane.

JACK.

EL PASO, Texas, Dec. 10, 1890.

Editor Railway Conductor:

At the regular meeting, December 10, 1890, the following were elected officers of Division 69 for the ensuing year:

C. C., S. O. Lesser; A. C. C., J. S. Badgley; S. and T., A. W. Spencer; S. C., Fred A. Pollock; J. C., S. R. Comfort; I. S., J. K. Merri-man; O. S., Wm. Graves, Delegate, Fred A. Pollock; alternate, J. S. Badgley.

Yours fraternally,

A. W. SPENCER.

LA CROSSE, WIS., Dec. 21, 1890.

Editor Railway Conductor:

Annual election of officers for La Crosse Division 61 held this day—officers elect viz: C. C., Bro. E. H. Thomas, La Crosse, Wis.; A. C. C., Bro. Chas. Olson, Minneapolis, Minn.; S. and T., W. Wade, 618 Anon Street, North La Crosse, Wis.; Delegate, E. H. Thomas, La Crosse, Wis.; Alternate, A. B. Shumway, Milwaukee, Wis.

Yours in P. F.,

W. WADE, Sec'y.

SAN ANTONIO, TEXAS, Dec. 15, 1890.

Editor Railway Conductor:

At a regular meeting of San Antonio Division No. 76 held in Odd Fellows Hall Dec. 13th the following officers were elected: W. H. Turner, C. C.; R. G. Warner, A. C. C.; W. A. Shafer, S. and T.; W. Murray, Sr. C.; P. J. Flaherty, Jr. C.; J. C. Hovel, I. S.; Geo. H. Van Gilder, O. S.; P. J. Flaherty, delegate; J. E. Barker, alternate.

Yours in P. F.,

W. A. SHAFER, Sec'y.

BOONE, IA., Dec. 16, 1890.

Editor Railway Conductor:

At the regular meeting of Boone Division No. 34 O. R. C. held Sunday Dec. 14, the following officers were elected for 1891: C. C., Frank Champlin; A. C. C., Jerome Devers; S. and T., W. B. Parkin; S. C., H. S. Modeland; J. C., Theo. Stoik; I. S., C. E. Boswell; O. S., Jas. Folsom; Delegate to Grand Division, Frank Champlin; Alternate, W. L. Butler; Mem. Div. Com., H. S. Modeland. A vote was taken on national federation, there were only two against it.

W. B. PARKIN, Sec'y.

ST. LOUIS, Mo., Dec. 14, 1890.

Editor Conductor:

DEAR SIR AND BROTHER: Division No. 3 held their annual election of officers to-day and the following Brothers were elected:

Henry Scheuing, C. C.; Joseph Flory, A. C. C.; W. F. Lewis, S. and T.; Geo. B. Newland, S. C.; S. K. Woods, Jr., J. C.; Wm. Winchester, I. S.; John B. French, O. S.; F. D. Hartel, Delegate; J. M. Babcock, Alternate; R. E. Fitzgerald, Trustee for three years.

Yours in P. F.,

W. F. LEWIS,

ALBANY, Oregon, Nov. 24, 1890.

Editor Railway Conductor:

At a regular meeting held at The Dalles, Oct. 12th, 1890, a vote was taken on the question of moving Div. 91 to Portland, which was carried.

We held our first regular meeting in Portland, Nov. 9th, also held meeting Nov. 23d, and will hold regular meetings 2d and 4th Sundays in each month at 10 a. m., in Elk's Hall, corner Second and Salmon streets. We are having good attendance and the Brothers are taking quite an interest in the work. We are receiving a large number of applications, and the future of Div. 91 looks very bright. We are now located where the Brothers passing through this country can find us, and nothing will please us more than to have them call.

Yours in P. F.,

R. T. HEDRICK.

PITTSBURG, PA., Dec. 7, 1890.

Editor Railway Conductor.

DEAR SIR AND BROTHER:—The following officers were elected to serve this Division for the year 1891, being elected this day. C. C., John Walters; A. C. C., I. W. Marrow; S. and T., Geo. E. Vance; S. C., C. P. Linhart; J. C., Jas. Riley; I. S., Jos. G. Shuler; O. S., Geo. G. Good; Corresponding Secretary, E. S. Pershing; delegate to Grand Division, D. L. Brown; alternate to Grand Division, Geo. E. Vance.

Yours truly in P. F.,

GEO. E. VANCE.

INDIANAPOLIS, Dec. 21, 1890.

Editor Railway Conductor.

Indianapolis Division No. 103, this date elected the following officers: A. J. Morrow, Chief Conductor, 82 College Avenue, Indianapolis; Harry M. Mounts, Secretary, 450 Broadway, Indianapolis; Delegate to Grand Division, H. M. Mounts; Alternate, A. J. Morrow. Division meetings, hour 2:00 o'clock p. m., first and third Sundays in each month at Red Men's Hall 36½ West Washington Street, Indianapolis, Ind.

Yours in P. F.,

H. M. MOUNTS.

MICHIGAN CITY, IND., Dec. 10, 1890

Editor Railway Conductor.

The annual meeting for the election of officers for the ensuing year of Barker Division No. 213 of the O. R. C. was held Sunday Dec. 7th at their hall in the Odd Fellows Block.

The following officers were elected: C. C., Ed F. Ryan; A. C. C., A. E. Shires; Sec'y and Treas., W. C. Bush; S. C., J. B. Blakesly; J. C., C. H. Boone; I. S., Gus Long; O. S., John Rozean; W. C. Bush was elected trustee for the next three years. C. Bastedo was elected delegate to the next Grand Division with John Rozean as alternate delegate.

Yours in P. F.,

W. C. BUSH.

Editor Railway Conductor.

At the meeting yesterday of St. Johns division, Order of Railway Conductors, the following officers were elected for the ensuing year:

Chief conductor S. L. Earle of the J. M. & P. railroad; assistant chief conductor, E. C. Dearborn of the J. T. & K. W.; senior conductor, G. B. Anderson of the Florida Southern; junior conductor, C. H. Burroughs of the J. T. & K. W.; secretary and treasurer, George C. Floyd of the J. St. A. & H. R. railroad.

S. L. Earle was elected delegate to the national convention of railway conductors which meets in St. Louis, Mo., in May, 1891.

The Order in this city numbers sixty-two members and great interest is manifested in the meetings.

G. C. F.

Editor Railway Conductor.

The regular annual meeting and election of officers of Palmetto Division, No. 208, Order of Railway Conductors, was held yesterday at 12 o'clock at the Masonic Temple. The attendance was much larger than usual, and a spirit of enthusiasm prevailed at the meeting. Five new members were initiated and one member took the third degree. The election of officers resulted as follows:

J. P. Russell, Atlantic Coast Line, chief conductor; J. W. O'Brien, South Carolina railway, assistant chief conductor; Wm. H. Evans, South Carolina railway, secretary and treasurer; S. L. Malone, Charleston and Savannah railway, senior conductor; W. G. Webb, Northeastern railroad, junior conductor; C. R. Wilson, Charleston and Savannah railway, inside sentinel; J. D. Bullock, Northeastern railroad, outside sentinel; J. W. O'Brien, trustee, (three years); S. C. Gilbert, delegate to Grand Division; S. L. Malone, alternate.

The meeting showed increased interest and energy on the part of the members, and the membership is rapidly increasing.

W. H. EVANS, Secy.

FORT WORTH, TEXAS, Dec. 29, 1890.

Editor Conductor.

At a regular meeting of Division 57, Dec. 21st, the following officers were elected to serve the ensuing year: W. R. Bell, C. C.; C. J. Larimer, A. C. C.; Pete Ragan, S. C.; I. N. Cole, Jr. C.; W. S. Camriker, I. S.; L. P. Stephenson, O. S.; Robt. M. Higgs, Sec. and Treasurer, 317 South Calhoun street.

Yours in P. F.,

R. M. HIGGS.

MILBANK, S. D., Dec. 31, 1890.

Editor Railway Conductor:

At a regular meeting of Milbank Division No. 99, Dec. 14, 1890, the following officers were elected for the ensuing year: J. R. McLain, C. C., Montevideo, Minn.; Lenard Williams, A. C. C.; Fred Holzer, S. and T.; Wm. Crooker, S. C.; Alex Melchior, J. C.; John L. Thompson, I. S.; A. D. Spellman, O. S.; John J. Ryan and J. E. Horne, division committee; John J. Ryan, delegate to Grand Division; J. E. Horne, alternate, all of Milbank, S. D. Milbank Division No. 99 meets 2nd and 4th Sundays of each month at 2 o'clock P. M., Masonic Hall, Milbank, S. D.

Yours truly in P. F.

FRED HOLZER.

ROME, GA., Dec. 30, 1890.

Editor Railway Conductor:

On our last meeting day we had a jolly good time. We conferred the third degree on three and received two petitions and this is the way the O. R. C. has been moving along in our division for the past four months. I am proud to say that the noble order is rapidly growing in this section, and especially in No. 230. We had quite a large turnout last Sunday, and you never saw greater interest manifested in any meeting, all seemed to be perfectly enthused and none more so than Brothers Mack and Ford. Each one gave us an arousing speech, urging all to renewed energy. So earnest was Bro. Mack, that he reminded us very much of a general at the head of his men urging them on to victory. Our new officers were regularly installed, and took charge of their respective stations. F. F. Starr, as C. C.; A. A. Allen, A. C. C.; and our ever true and faithful Bro. C. M. Fouché as Secretary. This makes the third year for him in this place, and a more worthy one, or one better qualified for the place, could not be found. He is also our representative to the Grand Division in May. I will give you the names of a portion of our boys and their different runs on the C. R. & C., (which by the way falls into the hands of Central of Georgia the 1st of Jan.) Running from Chattanooga to Cedartown and Carrelton are Bros. McKinnen, Ford, Hawkins, Ramsey, Duncan and Allen, and they are all trumps. On the Alabama division of the E. T. V. & G., running from Rome to Selma, Ala. are Bros. Lowry, Seward, Barber, Rodgers, Barclay and others, and a more generous set of boys, you will scarce ever find. On the Georgia Division from Rome to Cleveland and Chattanooga are, Bros. Williams, Smith, Bocclair, Land and others, and I will just say in their behalf, that they are the boys that fear no danger and it is a cold day when they get left. All are firm and true. Taking it all in all

I think that division 230 is composed of a No 1 set of men, true and trusty, and always to be relied upon. I close by wishing the Editor and all members of the O. R. C. a Happy New Year.

Yours in P. F.

MEMBER.

FT. WAYNE, Dec. 31, 1890.

Editor Conductor.

The following is a list of officers for the ensuing year:

I. M. Vanslyke, C. C., No. 14 West Berry street; E. Erickson, A. C. C.; R. C. Ross, Sec. and Treas., Y. M. L. S. & M. S. M. R. R.; J. C. Craig, S. C.; W. C. Smith, J. C.; J. F. Brice, I. C.; A. H. Sandorn, O. S.; I. M. Vanslyke, Delegate to Convention; E. Erickson, Alternate.

Yours in P. F.,

B. F. STONCIFER.

Sec. and Treas.

OAKLAND, Dec. 31, 1890.

Editor Railway Conductor:

At a meeting held December 20, 1890, of Division No. 115, the following officers elected for 1891:

H. W. Clark, C. C., 1616 Lincoln street, West Oakland; J. T. Marr S. and T.; 364 East 11th street, East Oakland; G. S. Smith, Delegate and C. A. Post, Alternate.

Yours in P. F.,

J. E. DILLEN.

Sec.

HUNTINGTON, W. V., Jan. 1, 1891.

Editor Conductor:

Below please find a list of officers elected for the year 1891:

T. K. Hunsaker, C. C., Ashland, Ky.; H. M. Mitchell, A. C. C.; Wm. Waldron, S. and T., box 611, Huntington, W. Va.; W. U. Carr, O. S.; V. M. Green, J. C.; W. A. Paul, I. S.; John Hendershot, O. S.; H. M. Mitchell, Delegate to G. D.; J. B. Payne, Alternative.

Yours in P. F.,

W. WALDRON.

S. and T.

DENVER, Colo., Dec. 27, 1890.

Wm. P. Daniels, G. S. & T.:

DAER SIR AND BROTHER: At a special meeting held at the close of regular meeting December 21, 1890, the following officers were elected for the ensuing year:

C. M. Morse, C. C.; C. C. Graves, A. C. C.; Geo. Griffin, S. and T.; S. C.; D. A. Muse, J. C.; C. E. Elder, O. S.; B. F. Webster, I. S.; Geo. Griffin, Delegate; C. M. Morse, Alternate.

J. L. Kissick, Grievance Com.: R. L. Willard,
Correspondent to Magazine.

Yours in P. F.,
GEO. GRIFFIN.
S. and T.

ASHLAND, WIS., Dec. 22, 1890.

Editor Conductor:

Hello! Hello central! Who is this? Why Gogebic Division No. 253. Suppose that not having heard from us for ages, you thought we had been cut out of the circuit, but we are right on deck with forty-four members in good standing, thirty one of whom were present yesterday, it being the occasion of our annual election of officers and I think we made a very good election for the ensuing year. To begin with, we of course, had to re-elect our genial and worthy Brother, Ed. Cleary, to the position of C. C. But "great guns" how he did "beef" at his re-nomination. He sweat and fumed more than he did the night I made him back up his limited train two miles and then put him in on a logging track to let my iron bullion train by. The best of it was, he had to walk the distance ahead of the train with a red light. But then Ed. is all right if you give him the main track and part of the siding too.

For secretary and treasurer we will have Brother W. A. Redner who has served us as Senior Conductor in the out-going year. Think he will fill the position to a T. Brother J. B. Carlin will serve us as A. C. C. and is also our choice for delegate to the next Grand Division. For Senior Conductor the majority were in favor of Brother V. L. Bartlett, and for J. C., Brother C. D. Fenn. The prize of I. S. was drawn by Brother J. D. Durkee, and the Brother elected for service in the ante room is H. D. Comingore. I, myself, have voluntarily assumed the position of correspondent for the occasion only, and for this reason: Since I have been a member of this Division I have not seen anything in THE CONDUCTOR in regard to whether we were alive or dead, in this section of the universe, and came to the conclusion that as far as the regular correspondent is concerned we might be dead and buried and he would not let our sister Divisions know anything about it. But I would like to say right here that if any one is dead around here he is the only one, as we can prove by our record since we were organized. On March 30th, last, this Division consisted of fourteen members, to-day we are booming along with forty-four, and more in sight. Does that look as if there was any body decomposing around here? There are no rotten timbers in this part of "the old hulk." Have not got quite through with the

correspondent yet, and who ever he is, would like to tell him to brace up and have some energy so that our Division will be represented in our official organ a little more often and a good deal more ably than I can do it. If I have not made you too tired so far, will proceed to tell you about some of the other Brothers. This is the dullest winter in the annals of the M., L. S. & W. and Wisconsin Central railroads, a great many of our Brothers are braking on both roads. Can not tell you very much about the W. C., so will begin with the Lake Shore. On the day passengers, Brothers Friend and Trick officiate, and on the limited we find Brothers Cleary and Wall. Brothers Carlin, Lyon, Kelly, Quinlan, O'Donnell and Connor are running locals, and Brothers Field, Cremens and Fenn are the captains on the fast freight runs. Brothers O'Brien, McCarthy, Billings, I. K. Kelley, Durkee, Comingore, Miller, Smith and several more that I can not think of, are on the extra list or braking. By the way, I would like to add here that Brother O'Donnell met with a very serious loss of late, having had the misfortune to have his beautiful set of auburn whiskers blown off by the wind. He now sings that very popular ditty, "Get your whiskers cut here comes the wind." Brother Tim you have our heartfelt sympathy. Brothers Friend and Lyon also deserve mention here as both, generally, "met with disaster" during some of our lectures. Think I will pull the pin here, and sincerely hope, this being my first attempt you will not black-ball me.

Yours,

NIGHT HAWK.

BIG SPRINGS, Texas, Dec. 27, 1890.

Editor Railway Conductor:

I beg to report in accordance with the authority in me vested as Deputy Grand Chief Conductor, that I organized a new division of the Order, December 21, at this place, to be known as Staked Plaius Division No. 266. We start with fifteen charter members, eight of whom are old members of the Order. With the assistance of the members present we managed to organize* in good shape. Putting two of the new charter members through the initiation ceremony in due form.

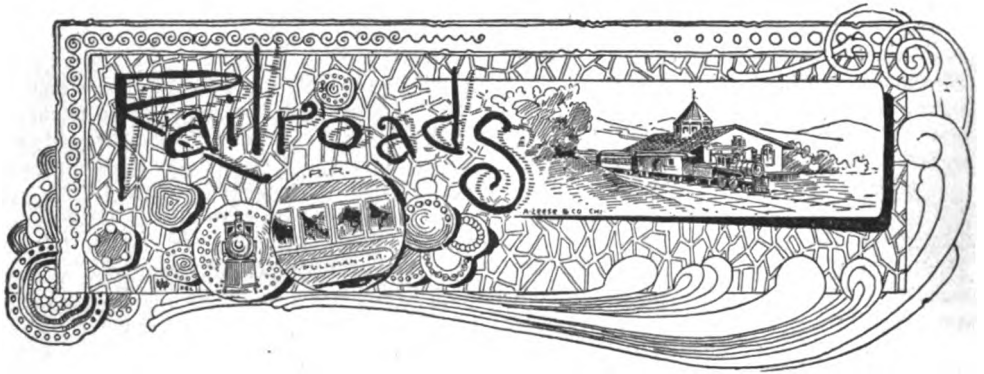
This division may remind you of the Frenchman's horse: small, but oh! ----!

The officers elected are: C. C., A. C. Hobart; A. C. C., W. C. Covert; S. C., Otto Elliott; J. C., A. T. Keith; I. S., A. J. Norman, O. S., W. E. Hunter.

I trust you have received the report of the newly elected Secretary, ere this. With the compliments of the season,

Yours in P. F.,

A. C. HOBERT.



A True Hero.

The world is from time to time reminded—for it does not always remember—that neither rank nor fortune makes the man, and that the stuff of which heroes are constituted is to be found beneath the greasy blouse of the humble workman as well as under the brilliant apparel of the dashing soldier. Such a reminder is brought to us by the thrilling story of the accident which took place on the Grand Trunk at Lachine on Thursday morning. The heavy night express for Toronto had left Montreal several hours behind time, and was rushing along through a blinding snowstorm when, near Lachine, a switchman, thinking it to be a suburban train, switched it on the spur line leading to the wharf at that village. The air being filled with the whirling snow, the engineer, Joe Birse, did not perceive the mistake until within a short distance of the wharf, towards which he had been driving his train at full speed, ignorant of the frightful leap which awaited him. Then came that supreme test of true heroism which, to the honor of the men who drive the iron steed, seldom finds them wanting. Had Brise thought only of his own safety, he could have jumped from his engine and escaped with his life. But in the awful moment in which he realized his position, and that of the hundreds of passengers whose lives were in his care, he thought only of them and of his duty. There was no time for hesitation. The peril was immediate and appalling; there appeared small chance for averting it. The only possible hope of saving the train-load of passengers from a horrible fate lay in prompt action on the engineer's part, and such action meant almost certain death for him. How nobly he did his duty we all know. He stuck to his post, applied his brake, reversed his engine, and the long line of cars with their human freight came to a stop at the water's edge. But brave Joe Brise, what had become of him? His hand on the throttle, he had plunged down with his engine into the icy waters of Lake St. Louis, and had given his life to save those of the hundreds of fellow-creatures who were in his care. In life he was only an engineer; in his death he proved himself as great a hero as any of those whose valiant deeds poets have sung and heroism lauded. Of such a man, it is not surprising to learn that for years he has been one of the most trusty servants in the company's employ. He had ever been faithful to this trust, and when at last his fidelity was put to the severest possible trial he thought only of his duty and did it, though he knew that his life was at stake.

All honour, then, to the memory of faithful Joe Brise, who died at his post as true a hero as the world has ever seen. He has left a noble example to men in all walks in life, and by the manner of his death has taught them what true devotion to duty is.—*Toronto Globe.*

Wages Reduced.

Under the above heading the Cedar Rapids *Standard* hits the nail pretty squarely on the head in commenting on the late reduction of salaries of agents and operators of the C. M. & St. P. railway. It says:

The officers of the C. M. & St. P., road have ordered a reduction of the wages of all operators and agents from 10 to 20 per cent. This reduction also effects the clerks and freight handlers.

No special reason is given by the officials of the road for this general and large reduction of the wages of its employes, and no claim is made that the employes affected have been receiving too high wages. We may take it for granted, however, that the money thus saved is to increase the dividends of the stockholders. The Co. for the past few years have been building new lines and making extensive improvements and betterments of their property in all directions, and possibly have been pushed to make ends meet, and yet allow the capital invested in it something for the use of their money. But is it just the right thing to make the employé, who hav'n't at most, much of this world's goods, make up the deficiency? In other words to chip in 10 to 20 per cent of their living to improve the property of the stockholders, with no hope that they will ever receive a cent for the investment? If \$100,000, or any sum, is taken from what should be the dividends to stockholders and used for the improvement of the road, who but the stockholders receive any benefit? Without the capital of the stockholders there could be no road,—without the employé there could be no road. Is it right that the property should be increased and improved to the benefit of one and the detriment of the other? If the company is compelled to reduce its expenses to meet its income, would'n't it be more equitable, not to say honest, to divide the burden and give the employé some share of the improvements as an equivalent for the money he has contributed to that improvement? Why not issue to him certificates of shares of stock equal to the amount of his 10 or 20 per cent reduction in wages, and then he would be at least on a par with other stockholders and take his chances as to ever getting any returns on his investment.



DIED—November 20th, of membranous croup, Chester, son of our Brother, I. B. Tuttle, aged seven years, one month and seven days.

To Mr. and Mrs. Tuttle on the death of their little son, Chester, from a friend.

Weep not for Chester—though the light
That shown within his starry eyes
Is quenched for aye, in death's stern night,
And darkness on his dark orbs lies;
Weep not—a light more lovely still
Shall yet those gentle eyes illumine,
A light whose radiance never will
Again be dimmed, by earthly gloom.

Weep not for Chester—though the brow
Where that soft hair so smoothly lay,
Is resting cold as marble now,
Beneath the damp and mouldering clay.
'Tis well—for that fair brow shall pale
Beneath the touch of pain no more,
And with the cares of life's sad tale
Shall ne'er again be shadowed o'er.

Weep not—though o'er the earlier home,
His smile so sweetly lighted up,
A desolated change has come
And sorrow poured her bitterest cup.
Though lonely now, the hearts of them
Who wait for his return in vain;
Whose silent hearth, and mansion dim,
His presence shall not cheer again.

Weep not—for Heaven has claimed him now,
For earth he was too fair and meek;
With that calm softness on his brow
And tender paleness on his cheek,
'Mid earth's deceitful weary shows
'Twas sinful to implore his stay,
When heavenly scenes before him rose
And angels beckoned him away.

WHEREAS, It has pleased an all-wise God to remove from our midst our worthy Brother, Henry S. Rimmel.

Resolved, That in this divine decree, the Order of Railway Conductors have lost an earnest advocate, and this division one of its most zealous co-workers, who was ever ready by work and deed to advance the interests of the organization of which he was one of its most respected members.

Resolved, That Dauphin Division No. 143, desire to place upon record the manly attributes, the affectionate disposition and the many sterling qualities that endeared him to us.

Resolved, That we extend to the bereaved wife, the afflicted mother, the many friends of our deceased Brother our sympathy in the dark hour of their distress and sorrow.

Resolved, That these resolutions be spread upon the record of the division, a copy be transmitted to the family of the deceased, and the same be furnished THE RAILWAY CONDUCTOR, for publication.

C. C. DUNCAN,	} Committee
JAS. ROWAN,	
ERVIN BULLER,	
J. C. KAUFFMAN,	

DES MOINES, Iowa, Dec. 14, 1890.

The following resolutions were adopted by Des Moines Division No. 38, O. of R. C., at a regular meeting held at their hall in Des Moines on Sunday, December 14th, 1890:

WHEREAS, It has pleased the Ruler of the Universe to remove from their home circle by death, a beloved child, thus bringing sorrow and sadness to a once happy home; therefore, be it

Resolved, That we as Brothers do most sincerely sympathize with our worthy Brother and family in this their great loss, and in the hour of their bereavement, while the home seems so lonely and sad, we would point them to Him who ruleth all things, and who once took little children in his arms and blessed them, for more than earthly comfort. And be it further

Resolved, That a copy of these resolutions be spread upon our records as expressing the feelings of this division toward our Brother; also, that a copy be sent to the home of our afflicted Brother, and one be sent to THE CONDUCTOR for publication.

Committee:	{ HOWARD CASE,
	CHAS. F. TUTTLE,
	W. H. H. DAUGHERTY.

CHILLICOTHE, O., Nov. 27, 1890.

At a special meeting of Chillicothe Division No. 181, the following resolutions were adopted:

WHEREAS, The Grand Chief Conductor of the Universe has been pleased to take from our midst our beloved Brother, William Imhoff, who was

injured while in the performance of his duty at C. & S. Junction, on the morning of November 25th, at 4:55 a. m;

WHEREAS, While we humbly bow to the will of the Almighty, we do not the less mourn the loss of our Brother who has so suddenly been taken from us.

Resolved, That we convey to the family of our deceased Brother a sense of our bereavement. While yet in the morning of life and height of his usefulness, he has departed, leaving in the minds and hearts of members of Division 181, a shining reflection of his character as a man and a member of our Order. From our memory time can not efface the many noble and enduring traits that bound him to us.

To his family we offer our sincerest sympathy, and mingle our sorrow with theirs in this hour of their deep affliction.

Resolved, That in memory of our departed Brother, we drape our charter for thirty days; that these resolutions be placed on the division record, a copy presented to the family of the deceased, and that they be published in THE CONDUCTOR.

WM. BROWN,
E. A. BREWSTER, } Committee.
JOHN BARNES,

Yesterday evening the remains of Mr. K. W. Shedd reached Houston from San Luis Potosi, where he died. His remains were taken to the residence of his brother-in-law, Mr. Phil Snell, 277 Franklin street, from which place his funeral will take place at 2 o'clock. He will be buried in Glenwood cemetery in the Masonic portion of the grounds. His remains were accompanied to Houston by his son, Mr. W. E. Shedd. Mr. Shedd at the time of his death was a conductor on the Mexican National, and was a member of Division 239, of the Order of Railway Conductors, of Lexington, Ky. Besides having a large number of relatives in Houston he has a number of friends who will regret to learn of his death. He was a resident of Houston for a long while and was for a time mail agent on the Houston and Texas Central.

OGDEN CITY, Utah, Dec. 20, 1890.

DIED.—On Tuesday, November 24, 1890, Mary A., wife of P. Peterson, S. and T., Wasatch Division 124, O. R. C.

At a regular meeting of Wasatch Division No. 124, O. R. C., the following resolutions were adopted:

WHEREAS, It has pleased almighty God in the dispensation of His divine providence, to call from earth the beloved wife of our worthy Brother, P. Peterson; therefore, be it

Resolved, That we, the members of Wasatch Division No. 124, O. R. C., tender the bereaved husband our most heartfelt sympathy in this his affliction. And be it further

Resolved, That a copy of these resolutions be handed our bereaved Brother, and a copy sent to THE CONDUCTOR for publication.

A. M. WHITE,
E. S. CROCKER, } Committee.
M. CAMPBELL,

CLEVELAND, O. Dec. 31, 1890.

At a regular meeting of Cleveland Div. No. 14 O. R. C. held Dec. 28 1890, the following resolutions were adopted:

WHEREAS, It has pleased the Great Ruler of the Universe to remove by death Dec. 23 1890, the second daughter of our esteemed Bro. P. J. Cullen and wife, be it

Resolved, That we Brothers do most sincerely sympathize with them in their hour of bereavement.

Resolved, That these resolutions be placed upon the records of our Division, a copy sent to the bereft parents, and to THE RAILWAY CONDUCTOR for publication.

J. B. RYAN,
D. GILMORE, } Committee.
GEO. QUAID,

SWAN.—Died December 26th., 1890, at Wellston, Ohio, of membranous croup, Dottie, daughter of Brother C. W. Swan and wife. Many of those who attended the Grand Division at Toronto will remember Dottie, who accompanied her parents. She was cut off at the early age of nine.

"The fairest bud that nature knows
Of ne'er unfolds, but withers ere it blows"





Bro. Hall, of *The Switchmen's Journal*, don't hesitate to "read the riot act" to members of that organization who deserve it, and in the January issue he lays down the law to some of them.

If the Christmas number of the *Sunday Times* is any indication of the enterprise of its publishers. Creston, Iowa, has a paper that they may well be proud of and should give a hearty support. This Christmas number is an elegantly illustrated edition of 64 pages, filled with interesting and instructive reading matter.

The *B. of L. E. Journal* comes to us in a new dress, and the familiar heading gives place to a new one which in our opinion is not an improvement, although, perhaps, more appropriate to the present condition of the organization. Stephenson's portrait disappears and the stars and stripes and St. George's cross are supplemented by the banner of our southern sister, Mexico.

A new dress also betokens the prosperity of *The Firemen's Magazine*, and we find the index on the first page of the cover, which is something of an innovation in railway publications but one that seems to us rather pleasing than otherwise. The leading editorial, A. M. 5694-A D. 1891, is an article that, in our opinion, would do credit to any writer in the land and is worthy a careful perusal.

We are in receipt of a copy of the special edition of the *New York World*, commemorating the opening of the new *World* building, which is said to be the loftiest office building in the world. It has in all 26 floors; the main building consists of 14 full stories and two mezzanine or half stories, while in the dome there is one mezzanine and six full stories. The building was visited by many of those who went on the excursion last May, from Rochester to New York, and one peculiarity of its erection will be remembered, that it was built outside and around the old building without disturbing the inmates, and *The World* was regularly issued from the old building during the entire time.

A picture gallery is what the latest number of *The Railway News Reporter* might appropriately be called. Though a little late for a holiday number, it will be none the less appreciated. Among the prominent railway men whose portraits are given, are those of Jay Gould, Charles Francis Adams, S. H. H. Clark, and a large number of the well known and prominent employes of the roads centering in Omaha, while not the least by any means is an excellent cut of Grand Chief Conductor Clark. The holiday number is a fair illustration of the energy and pluck indicated by the color of Bro. Honin's hair.

One of the pleasant surprises which the Editor of *St. Nicholas* is fond of offering to subscribers, is an unannounced little fanciful serial, "Elfie's Visit to Cloudland," by Frances V. Austin, with just the sort of pictures that children like, and plenty of them, too. What could be more delightful, for instance, than Elfie and E-ma-ji-nashun seated before the enormous dining table in "Elfie's castle"?—or the quaintly kind figure of old E-ma-ji-na-shun himself, as he steps from the fireplace with his courtly bow? Even though this serial may not attain quite the success of "Alice in Wonderland," the children will find as much pleasure in it—and, after all, that is what such stories are for.

The first instalment of the selection from Talleyrand's long expected *Memoirs* is the most striking feature of the January *Century*. A sketch of Talleyrand by Minister Whitelaw Reid prefaces this instalment. The opening pages tell of Talleyrand's neglected childhood, and his entry into Parisian society. They also give his views of La Fayette, and the effect of the American on the French Revolution; some account of the beginnings of the latter; a very contemptuous opinion of the Duke of Orleans; a sketch of the author's stay in England and the United States, and a highly interesting conversation between himself and Alexander Hamilton on Free Trade and Protection.

The frontpiece of the January *Century* is a portrait of the sculptor Augustus Saint-Gaudens, engraved by Whitney from a painting by Kenyon Cox. Mr. Coffin, the artist and art critic, writes a sketch of Kenyon Cox's artistic career, and there are two other pictures in this number of Mr. Cox.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

B. H. BELKNAP, EDITOR.

WM. P. DANIELS, MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

WHO ARE THE OTHER TWO ?

Mr. Depew is quoted as saying that there are not three men in the country who are capable of managing the Union Pacific, outside of those who are employed in similar positions, which leads us to wonder what other two men the gentleman has in mind. A writer in commenting upon the statement thinks not only the U. P. but all other roads will be quite as well and perhaps a little better managed after both Mr. Depew and Mr. Gould, as well as all the rest of the present railway magnates are in the beyond, and suggests that the improvement in management may possibly be as great in the next twenty years as in the past twenty, and that the prospect is that they will be managed more fairly. Neither Mr. Depew or Mr. Gould can be classed with those who are engaged in the active management of railways or even similarly engaged, and while possibly he includes himself among the managers, we are inclined to the belief that he thought of Chauncey as the first, and perhaps the only certain one of the possible three.

We hear often about "water seeking its level," that "ability will rise," and that "there is always room at the top" and a lot of other rot, that while perhaps true in some professions and employments, is untrue in the railway service. The names of prominent railway officers that have made themselves prominent by merit and ability alone, are so few that THE CONDUCTOR could find room for them without crowding its columns in the least. There are hundreds of men employed on the various railroads in the country that with the opportunity given, would make able officers. All who know anything about it, and will speak candidly, know that in the great majority of cases, friendship, relationship, influence or money controls the appointments, and in many other cases, opportune circumstances govern; of course it will be readily seen that this article

we refer only to the higher positions and the cases where merit and ability procure advancement beyond the position of trainmaster, train-dispatcher and in a few other cases, superintendent are so isolated as to be a matter of remark, although there are hundreds of Tom Potters and S. H. H. Clarks in the employ of railway companies to-day, and we believe there are at least twenty men now employed on the U. P. railway, that given the opportunity, and a brief experience and training are capable of managing that great property. Of the successful managers to-day, the majority owe their success to the fact that have had the earnest, honest support of the rank and file of the employés. "Kissing goes by favor" and so do promotions in the railway service. There are successful railway officers to-day who have but little more to do with the duties of their offices than persons not employed, but whose reputations rest entirely upon the ability of subordinates. That the railway managers as a class are able men is a conceded fact that THE CONDUCTOR does not for a moment question; that there are just as able men, who, for want of opportunity, are drudging daily in the positions of brakemen, conductors, engineers and operators, is a fact that we maintain, and we believe that there are men dropping, worn out, into the grave every day, that were success always proportionate to merit and ability, would have made reputations as managers second to none. The fact is, that the fireman or engineer no matter how able, if he continue in railway service, can look forward to nothing better than a good engine and a good passenger run; the few who are made foremen or master-mechanics are so few that they serve to prove the rule, and as a rule too, those positions are not so desirable as the engine, and are only taken with the hope that the lucky chance for more may come. The brakemen and conductor

may look forward to just the same thing and nothing more, a good passenger run with the additional risk or possibility that on the down hill side of life, he will be dismissed on the report of a disreputable spotter, or missing that both engineer and conductor are likely to be retired as "dead wood," in the evening of life with poverty staring them in the face, and nothing but the fraternal fellowship of brother employes to keep him from the poor house. The \$50,000 per annum presidents, are as a rule, made from men who have a large block of stock, while the managing vice-president is much more likely to graduate from a broker's office, and prepare himself by being a relative-in-law of the powers that be, than in any other way, and the young man who adopts a life on the rail with the expectation of anything more than we have outlined, is a miserably deluded mortal.

WHO IS RIGHT?

Soon after the adjournment of the recent convention of the B. of L. E., it was announced that a large majority had endorsed national federation as exemplified by the United Order of Railway employes, that out of 438 votes, 270 had been cast in favor thereof, lacking only 22 of the necessary two thirds to carry it. In THE CONDUCTOR for December 1st we printed an article from *The Western Railway* which stated that the "action of the delegates at the convention, this year" proved that the cause of federation had lost many friends among the members of the B. of L. E. and suggested the reason therefore. This article was something of a surprise to us as indeed was the action of the B. of L. E. convention which adopted a system federation with provisions that practically made the plan a dead letter so far as all organizations except the Order was concerned, unless the others would surrender unconditionally and violate their own laws, and leaving the matter so far as the Order was concerned, entirely to their executive officer. Now, we have the statement in the December B. of L. E. *Journal* that in the 438 not more than 35 were in favor of general federation. This statement explains the (to us) mystery of Bro. Warman's article, but it seems singular that so many should be so greatly mistaken for so long a time in regard to the 270-168 vote. *The Switchmen's Journal* received its information, as it says in its January number, direct from a Pittsburg delegate, and states also that it was informed that Mr. Youngson stated to the convention that he held a letter from the president of the Supreme Council saying in effect that the B. of L. E. would be rejected if they applied for admission. As a matter of course, if such a state-

ment was made, it would have no little effect in influencing votes. We cannot believe that Mr. Sargent ever wrote any such letter, nor can we think that a gentleman of the character of Mr. Youngson would make such an assertion without any foundation, and this leaves but the one conclusion that the *Journal's* informant was, to say the least, mistaken in regard to that, and if mistaken in one instance perhaps he was in another. *The Firemen's Magazine* scores Mr. Arthur and expresses the opinion that the article in the B. of L. E. *Journal* is ingeniously worded to give an incorrect impression. Did our limited space permit, we would be glad to give our readers the article entire with the comments thereon of both *The Switchmen's Journal* and *The Firemen's Magazine*.

WITHIN THE "DEADLINE,"

Several freight crews on the Canal division of the New York, New Haven & Hartford went out on a strike last week because they had not been paid for extra time put in on account of the heavy freight business of the road. When he heard of the strike president Clark issued the following order to superintendent Yeaman:

In the absence of the general manager you advise me that certain of the freight crews upon your division have refused to work, claiming that they have been worked overtime for several weeks, owing to pressure in the movement of freight and that they have not been paid for this overtime. I do not understand that any application has been made by the men to you or by you to the general manager for authority to pay for this overtime. In view of these circumstances you are to pay these men reasonably for their overtime and will notify them that their services are no longer required by this company. Let them understand that refusing to do duty without appeal to the representatives of the corporation is sufficient cause for the discharge of any man from its service. This company will act justly with every employe and will not allow anyone of them to be illtreated or underpaid, but will not surrender its right to prompt obedience.—*Railway Age*.

And who would have thought, that right in the "cradle of American liberty," within the celebrated "deadline," and right under the influence and jurisdiction of Grand Chaplain Hermance of the "Independents," right in New Haven itself, should occur a strike of train men, presumably including conductors. What is the matter that the "Independents" did not have all these men in their ranks? The strike seems to have been an unusually foolish one, the men having, if the above is correct, struck without even giving the superintendent notice that they had anything to complain of, and if that is the case, they should not complain of the action of president Clark, nor of their dismissal, and there is no reasonable man that will find any fault with the statement of Mr. Clark.

that "refusing to do duty without appeal to the representatives of the corporation is sufficient cause for discharge;" if it should prove that the men did appeal to the superintendent without avail, there is some excuse for their action, though they would still be very much to blame for hasty, ill-advised action as president Clark has the reputation of being a fair man who is always willing to listen to and adjust any reasonable complaint, and as far as our knowledge goes, the reputation is deserved.

In a personal letter to the writer, Mr. Debs complains that the article in the December 15th CONDUCTOR entitled "Publish the Letters," is an attack upon his private character. If any of our readers have understood any such thing, this will assure them that nothing of the kind was intended, nor can we see how any such inference can be drawn; in fact Mr. Debs, complaint seems to us to resemble that of the wolf in Æsop's fable and his letter which is couched in somewhat intemperate language would seem to indicate that he believes himself possessed of the sole prerogative of personal attack upon others. However that may be, we have no desire or intent to infringe upon it, neither do we wish any one to understand that THE CONDUCTOR makes either directly or by inference, any charge of intemperance against Mr. Debs. In illustrating some of those who are making a continual warfare upon the Order, we quoted a charge made by Mr. Lovejoy against Mr. Debs, but supposed that the article itself contained enough to convince anyone that we did not for one moment believe that there was the slightest foundation for Mr. Lovejoy's charge, and had we supposed that any such inference could be drawn therefrom, we would have quoted Artemus Ward's celebrated marginal note, "this is a goak."

Of all the libelous statements that have ever been printed, that of Frank J. Spearman in *Harper's Weekly* is the most colossal. Mr. Spearman says that a "very good reason" for the fact that the passenger receipts of a railway are much less than its freight receipts is that "while a company receives practically the whole of the latter, it receives a very uncertain percentage of the former." The statement is also made that "on one of the best paying railway properties in the West, the stock of which is still above par, and which has paid dividends without a break since the panic of 1873, nine-tenths of the conductors retain a large portion of the cash fares." We do not know who this Spearman is nor have we as yet seen the article referred to in its entirety,

but that it should find a place in the boasted "Journal of Civilization," presided over by George William Curtis, is a surprise to us. The writer "out-Pinkertons" the most "Pinkertonian" spotter that ever reported a conductor and the statement quoted last above is enough to brand the entire article as maliciously sensational and without truth. That there has been and is yet, dishonest conductors, no one will attempt to deny, but that they are, as a class, dishonest and engaged in wholesale thievery, or that the officers of any road would submit to being robbed of a large portion of the receipts by nine-tenths of its conductors, is a slander upon both that is unequaled for mendacity.

A few of the employés of the C., M. & St. P. express themselves as dissatisfied with the settlement made with the officers of that road by the joint committee of the B. of R. T. and the Order. In our opinion that committee did exceedingly well under the circumstances. But few seem to recognize the fact that just now there is a greater scarcity of money and a more unfavorable prospect than for a number of years and that we have barely escaped a financial panic that would have exceeded that of '73, and that the present, or any time within the past three months, has been an extremely unfavorable time to ask for any increase of pay or anything that would even indirectly have that effect. In the case cited above, we believe the committee did well to secure any increase, although not what it ought to have been, by any means. A slight indication of the extreme tension of finances is found in the fact that such corporations as the Westinghouse and Deuber, either of which is worth many times their liabilities, have been forced to ask an extension.

The *Firemen's Magazine* for January contains the announcement from Mr. Debs, of his determination to retire from office at the expiration of his present term. Mr. Debs' worst enemy will hardly question his ability nor the fact that he has made the B. of L. F. an efficient officer and while there is no doubt, many in the ranks of the firemen who can fill his place, they are not found in the ranks of any organization any too often and his determination will be hailed with universal regret among the ranks of the firemen and as well as by many outside of that organization. The *Magazine* in his hands has taken a leading place among railway publications and THE CONDUCTOR regrets the anticipated loss in labor ranks of the energy and ability of Mr. Debs.

We are compelled by want of space to hold over much interesting correspondence.

Camden Division No. 170 sends to its friends a neat New Year's card containing a roster of their officers for 1891.

January 15th, C. F. Resseguie retires from his position with the U. P. C. F. Meek of the Gulf division has also resigned.

The secretary of Topeka Division No. 179 wishes the address of Frank S. Oakes, J. W. Gannon, B. H. Miller and J. F. Detrick.

Brother H. A. Washburn, Secretary of Nipissing Division No. 242, has just been installed as the Worshipful Master of Nipissing Lodge No. 420, F. & A. M.

Indianapolis Division No. 193 has issued a neat "time card" for the year 1891 and cordially invites all members of the Order to take their train whenever convenient.

The miners of Alabama now on a strike for a slight increase of wages, ask financial assistance and their appeal is proved by President Gompers of the A. F. of L.

Bro. T. Fleming, J. McDonald, J. Flohiff and E. D. Clark of Cornwall Division No. 94, at Winemucca, are requested to correspond with the secretary immediately.

THE CONDUCTOR has an inquiry for A. W. Beagles, who was formerly running out of Topeka, Kansas. Send information to the Secretary of Lookout Division No. 148.

A number of changes have been made on the Erie; Mr. E. B. Thomas has been elected first vice-president; Mr. George H. Valliant second vice-president. J. H. Barrett has been appointed general superintendent, an office that has been vacant since the resignation of W. J. Murphy.

W. H. Starr succeeds Mr. Barrett as superintendent of transportation. A. M. Tucker is made general manager of the Napano and C. & E. divisions.

Sachem Millard, who has resigned his position as train master on the Pacific Short Line, was presented with a fine diamond stud by the employees on the occasion of his leaving there.

A statement has been made, that Stevens Point Division No. 211, has surrendered its charter. The report is not true, the division is in good condition and will be represented at St. Louis.

We are just advised of the dangerous illness of the wife of Brother Robert Laughlin, of East Saginaw, but are pleased to note that she is now recovering, though at one time her life was despaired of.

Brother John Connors of Division No. 189, in a communication for which we are unable to find room, extends thanks to the members of Battle Creek No. 6, as well as to his own division, for assistance rendered him.

In voting a contest for a gold watch at Boston recently, the Old Colony employees supported Mr. John C. Sanborn, their train master and won the watch for him with a total vote of 263,015 out of a total of 656,332.

Harvey Division No. 96 extends a cordial invitation to all members to attend their second annual ball which occurs on the evening of February 5th at McCook. The CONDUCTOR returns thanks for being remembered.

Brother J. D. Heaney, a member of Red River Division No. 262, has forsaken the southwest and train service, but feeling the necessity of "running" something, has engaged in the restaurant business, and wishes members of the Order in his vicinity to call at 3 Diamond square, Pittsburg, and see how well a conductor can "run" a restaurant.

We wish Brother Heaney success and shall not fail to test his table if we ever get to the erst-while "Smoky City."

The Secretary of Taylor Division No. 256 wishes to find J. C. Reeves and C. B. Brinkerhoff. Should this meet the eye of any one knowing the address of either, a favor will be conferred by sending to J. Anderson, Taylor, Texas.

The American Federationist announces that it has started a Wm. D. Robinson monument fund, and requests subscriptions thereto. The fund is to be placed in charge of the executive officers of the B. of L. E. and the federated organizations.

Inquiry is made for James J. Lapping, a former member of the Order, who was last heard of in Salida, Colorado. Any one knowing anything of whereabouts will confer a favor by advising this office or the Chief Conductor of Division No. 115.

Bro. Wm. M. Rand, who lately received \$2,500 from the Benefit Department on account of total disability, and who is now confined to his home, has lately been presented with an elegantly upholstered invalid's chair by his brother conductors.

Hart & Duff Hat Co. of St. Louis are establishing "agencies" for the sale of their goods, with merchants in the towns and cities in the various states. They request conductors to call the attention of their friends (merchants) to the matter.

The Sadd trunk man of the "Q" has our thanks for a copy of the proceedings of the last convention of the M. A. & B. Association, but time and space forbid any comment thereupon in this issue. We are glad to note that they are progressing and the membership is increasing.

The fact that Grand Master Sweeney has arrested the charter of the S. M. A. A. lodge at Glenwood, Pa., would seem to indicate that the members of that organization acted in violation of their laws in the recent B. & O. strike and that the Grand Master has the necessary nerve to enforce the law.

The *Arkansas Gazette* gives a description of a gathering in Little Rock, New Year's evening, the occasion being the presentation of a gold watch and chain and solitaire diamond stud to W. T. Kelley, and a diamond stud to chief clerk Fowler of Mr. Kelley's office. Brother Baldwin presented the watch and Engineer Machin the stud to Mr. Kelley, and Roadmaster Marshall presented the stud to Mr. Fowler in behalf of the assembled

friends. A banquet was enjoyed by those present and the occasion was one of the most pleasant in the annals of Little Rock. We regret that we have not space to give the *Gazette's* account in full.

Brother George Allen of Wasatch Division No. 124 has been appointed train master of the U. P. at Ogden. It will be unnecessary for us to introduce Brother Allen to the conductors at Ogden or to commend his selection for the place. THE CONDUCTOR congratulates both Brother Allen and the employés.

Bro. Frank D. Jackson Division 67, conductor on C. St. P. & K. C. Ry., Dubuque Div. had the misfortune of having his hand badly crushed while coupling cars at Farley, Ia., Dec. 20. While Bro. Jackson will not lose his hand he will forever lose the use of it. No insurance and he might have had \$2,500 from our M. B. D.

The members of Stanchfield Division No. 41 will trip the light fantastic, February 5th, and unless our invention fails us unexpectedly we shall have business in Chicago on the fifth proximo. The boys have arranged for a free special train to convey their guests from the City and from the Blue Island to the hall which is at 5127 State street.

Brother F. M. Woodrum of El Paso Division No. 69 was, on September 9th, appointed roadmaster of the N. M. & A. railroad in charge of track, bridges and buildings. Though the notice of this appointment reaches us a little late, we are glad to note the promotion and extend the best wishes of THE CONDUCTOR as well as those of all the members of 69.

Barker Division No. 213 will, with their many friends, endeavor to enjoy themselves at their third annual ball on the evening of January 29th. That they will succeed will be conceded by any who have attended a former ball given by them. THE CONDUCTOR is, as usual, kindly remembered for which the boys have our thanks.

The *Trainmen's Journal* is the only publication that is issued by any organization of railway employés, that is printed on its own press and with its own type. The B. of R. T. now have in operation, their own printing plant complete, and as its cost was \$8,000, our readers will readily understand that it is a fine one. They are prepared to execute all kinds of job work, including personal cards, ball invitations, programmes, tickets, &c., in first-class style and at the lowest prices. We bespeak for them a liberal share of the patronage of members of the Order, and would suggest that

when any division is in need of any printing, they give the boys at Galesburg an opportunity to make an estimate.

Valley City Division No. 58 gives its initial ball on the evening of January 22nd. and cordially invite not only all members of the Order but all employes and citizens generally to meet with them and try and enjoy themselves. Dick Love has promised to be present and if Jim Janes can be induced to attend, everybody can be insured an enjoyable evening.

The hospitality of Milwaukee Division No. 46 is proverbial and when they invite ye editor to participate with them in the mazy, it is a strong temptation to drop work, throw care to the winds and depart for the town of pretzels and lager. The division gives its third annual reception Jan. 29th, and invite all to participate with them. We advise all who can, to do so by all means.

The CONDUCTOR acknowledges, with hearty appreciation of the courtesy, the receipt of a complimentary invitation to the fifth annual ball of Capital Lodge No. 170 of the B. of R. T., which is to occur at Lincoln, Neb., Jan. 21st. We regret that it will be impossible for us to accept the hospitality of the boys and wish for them unbounded success, both socially and financially.

The cotton spinners employed by the Clark's O. N. T. thread company at Kearney, N. J., are on a strike brought on by the autocratic and obnoxious actions of an imported superintendent, Wamsley by name. The strikers appeal to organized labor for financial assistance to enable them to live through the winter. Contributions may be sent to John Wood, treasurer of the Spinner's Association, 13 New street, Harrison, N. J.

Brother Sam. Keller, lately elected sheriff of Dauphin county, Pa., has busied himself in preparing a nice letter resigning his position as a passenger conductor on the N. C. division of the "Pensy," but just before he was ready to send it, he received a notice from the company that he was given three years leave of absence. This is something very unusual and Brother Keller may well feel proud of such a recognition.

The *Sioux City Journal* has half a column on the Conductors' Building and publishes interviews with some of the "Sioux-citizens" who endeavor to place the whole blame for failure to erect a building in that city upon members of the Order. The fact is, that the blame rests entirely with citizens of that place who on account of their

local quarrel over the location created a distrust that caused the withdrawal of subscriptions to the stock, after the necessary amount had been pledged.

President Gompers of the A. F. of L. notifies members that the proceedings of their last convention are now ready for delivery at ten cents per copy. This office is indebted to Mr. Gompers for a copy and it is well worth examination by the members of that Federation particularly and by any interested in the welfare of labor generally.

Brother C. Loser, who has had a long and varied experience in train service, has at last retired and has located himself at Aurora, Illinois, as a dealer in china, glass and crockery and invites the boys to call at 12 River street and see him. We are indebted to Brother Loser for a copy of the Christmas issue of the *Aurora Blade* from which we cull the above information. Brother Loser is a member of Minneapolis Division No. 117.

We stop the press on this form to announce the birth of a son to Brother J. T. Marr and wife. Brother Marr is the Secretary of El Capitan Division No. 115 and is well and favorably known through the west and in Mexico. We congratulate J. T., and caution him to keep his temper when his rest is Marr-ed in the "wee sma' hours" by this Marr-velous youth. The young gentleman will be one year old on the twentieth day of December, A. D. 1891.

Brother Adam Torrence of Nipissing Division No. 242, lately joined the benedicts and on his return to North Bay with his bride was presented with an elegant silver tea service by the members of 242. We regret that want of space prevents us from giving a full account of the presentation. THE CONDUCTOR congratulates Brother and Mrs. Torrence, and if it was not for the fear of a punishment that would "fit the crime," we would wish them "Torrence" of happiness in the future.

Mr. J. W. Robbins, formerly general manager Robinson's private secretary and lately car accountant, has been appointed train master of the New Mexico division of the A. & P. railway between Albuquerque and Winslow. Mr. Robbins is well and favorably known by the A. & P. employes and while we believe Mr. Smith has among his conductors, men who are well qualified for the position of train master, in some respects, better qualified by experience in train service than any person can be by service in clerical positions, no

fault can be found with Mr. Robbins personally, and he will fill the place with impartiality and with the utmost possible consideration for the employés under him. The appointment is commended by the employés.

Brother F. E. Matlock wishes to obtain the January, February, March and April, 1884 and October 1888 numbers of *The Railway Conductors' Monthly* and has the following extra numbers that he will be glad to send to any one wishing them to complete files. June, 1884; May, 1885; May, October and December, 1886; June, October and November, 1888; January and April, 1889. His address is 264 West Fifth street, Covington, Kentucky.

In our last issue, we noted the fact that Brother H. H. Greenleaf had been called away from the City of Mexico to fill the position of train master of the Tampico Division, and we now note his promotion to the office of Chief Conductor of Division 159, and from Brother Greenleaf's record as secretary we are convinced that the Division will prosper under his charge, with the assistance of Brother W. C. Bradley who succeeds him as secretary. In his initial communication to this office, Bro. Bradley says that he hopes to give as good satisfaction as Bro. Greenleaf has in the past and if he does, he can flatter himself on being an extremely good secretary.

A great strike of railway employés is in progress in Scotland. As we understand the matter, no increase of pay is asked except for Sunday work, the principal demand being for a reduction of excessive hours. One of the methods adopted by the companies to coerce the strikers deserves the condemnation of all, and that is the refusal to pay the strikers wages that were due them for services performed before the strike. There should be some law in Scotland to prevent such an iniquitous outrage as withholding wages due, because the employé chose to quit work.

We are under obligations to some unknown friend for a copy of the Burlington, Vermont, *Free Press* containing an account of "the annual anniversary of the Independent Order of Railway Conductors." For an association that was organized in July last, the "Independents" are making history pretty rapidly to be holding annual anniversaries already. President Nash addressed the meeting which from this account, seems to have consisted of a dozen or so stating that their influence was felt "from ocean to ocean" while Doctor Deadline Hermance stated that he "left the old order when it buried its honesty and morality."

Wars and rumors of wars are current just now and the latest at this writing is that the U. P. officers have called for troops to protect them in Idaho from a probable uprising of the Shoshone Indians, and the members of 209 may find it necessary to do a little soldiering on their own account. On the west end of the Elkhorn, railway business is almost at a stand-still and the employés are fully armed. It seems strange to think that in this last decade of the nineteenth century there should be any danger from Indians where trains run.

It is stated that a partial reorganization of the Union Pacific plan of operation has been made by General Manager S. H. Clark. Five grand divisions are established. The St. Joseph & Grand Island division is abolished and its territory added to the Kansas division. Robert Blickensdefer is designated as acting general superintendent of the Nebraska division; J. O. Brinkerhoff becomes general superintendent of the Kansas division; R. J. Dugan is appointed general superintendent of the Gulf division; W. H. Bancroft general superintendent of the Mountain division, and E. McNeill general superintendent of the Pacific division.

D. W. Harvey, for many years a well known and popular conductor of the Concord & Montreal R. R., has been promoted to fill the position made vacant, by the resignation of J. W. Hildreth Gen. Agt. at Manchester, N. H. Bro. Harvey is a member of New England Div. 157, and his promotion is well deserved and the public are to be congratulated upon the good selection made by the directors of the C. M. R. R. to represent their interests at Manchester. Bro. Harvey's character and ability is too well known to warrant any distrust that his important appointment will be filled with satisfaction to all with whom he may come in contact.

Brother Joe Fahey of Division 47 has been appointed traveling passenger agent for the C. P. and his success during the brief time since that appointment, is highly satisfactory to the company. Brother Fahey will be remembered as the delegate who arrived at New Orleans nearly on time, though the elements seemed to conspire against him, both snow blockades and wash-outs having delayed him; but in spite of obstacles, he was on hand to introduce the bride that he brought with him, to the members gathered there. It is the same energy and determination then displayed, that has caused his selection for his new position and that also makes him successful in that position.

THE RAILWAY CONDUCTOR.

VOL. VIII.

CEDAR RAPIDS, IA., FEBRUARY 1, 1891.

NO. 3.



SAM SKELDING.

OLDEST RAILROAD CONDUCTOR IN THE UNITED STATES.

A romantic interest attaches to the old timer which increases as the aforesaid old timer approaches the boundary of time; a glamor of enhanced interest invests his stories of the long ago. Even in this go-ahead, utilitarian age, antiquity still receives its mead of homage, and anything that bears the impress of good, hale, honest old time interest is looked upon with a kindly eye.

An old time is a land-mark, a link between the present and the past, a living reminder that days that have passed into history, actually existed and were instinct with life and activity. Detroit has a number of unique old timers among her steam-boat men, her pioneers in various industries, but perhaps the heartiest old timer of the lot is Conductor Samuel N. Skelding, of the Michigan Central, or better, "Sam" Skelding, as he calls himself and everybody from the trainboy to the millionaire director calls him.

Good to look upon is honest old "Sam" Skelding, and full of old-time lore as a nut is of meat, and yet modest as a maiden; one of the fair old-time maidens whose blushes no creme de mayflower ever hid, and silent as the grave in the presence of the ubiquitous chronicler of events. But once get the jolly ticket-

puncher started and he will reel off reminiscences by the yard and recall the early days of railroading with a vividness that is delightful as remarkable.

He had reached a breathing spell on the trip one day last week, and had dropped into a seat in the smoker to enjoy a few minutes rest when a couple of old acquaintances spied him and straightway opened a conversation.

"Hello, Sam," said one, a drummer, "aren't you ever going to retire and give the boys a show? You were running the Chicago day express when I was a boy and it looks as though you will punch tickets for my grand-children.

"Yes," returned the conductor, laughing at the jibe of the other, "I've been running in and out on this road for 45 years, and that's a good long time to railroad."

"And just as much of a dandy as ever," interrupted the drummer.

"Now, that's where you are wrong," returned the conductor, glancing at the brass buttons on his coat and smoothing out the wrinkles in his sleeve. "These are the days of brass buttons and boys' caps. You should have seen a conductor along in the fifties and early sixties. Then we were regular Beau Brummells. We were

the autocrats of the country. A conductor was absolute boss on his train from the minute he signalled her out of the depot until he ran into the depot at the end of the run—as much an autocrat as the captain of an ocean steamer—more so in fact, for we could stop our trains at any point and dump a passenger off if he didn't behave or wouldn't pay his fare, and I never heard of a sea captain who could do that. But speaking of conductors and dandies, I tell you we old timers used to be dudes. The regular uniform for conductors in those days was a black swallow tail or frock coat, white vest, linen trousers and silk plug, regular bell crown, with a badge at the front. My, but a conductor got the best that was going. He couldn't pay for anything from the time he started out until he got back home. The conductor was courted and petted. There were no upstart telegraph operators to thrust orders over the wire into his hand, no station masters. When a train pulled out of a depot nobody knew where it was until it ran into the next depot, for there were no telegraph lines. The conductors had a great responsibility. Upon his judgment and experience depended the safety of his train and passengers.

"In those days there were no restrictions placed upon conductors. There were no dated tickets as now used, but the tickets were merely pasteboards with the name of the station to which they were to carry the passengers printed on them. No account was taken of their sale, but when presented they were taken up and not punched, but kept and turned over to the road and redistributed to be sold over again. Thus a ticket was sold over and over again until it became illegible. A great deal of money passed through the conductor's hands, and it was rarely that we collected less than \$1,000 to \$1,200 on a trip to Chicago. Ah! those good old days are gone. But I am one of those who believe in progress and realize that the new order of things is best. The good old days were good enough then, but would be back numbers now, my boys.

"When I went to railroading at 18, I had been working on a farm in Eaton county. My uncle was a section boss on the old strap railroad that ran into Chelsea. I went into railroad work on the 26th day of May, 1846. You know that

the Michigan Central was built and run by the state of Michigan, and that all its operatives were state officers? Well, on the 15th day of September, 1846, the state sold out to J. W. Brooks and associates, of Boston, Mass., who developed the road. Mr. Brooks became president. Later the road passed into the hands of New York parties, and Sam Sloan became president, and later, James F. Joy, who was solicitor of the road, became president. Mr. Joy was president when the Vanderbilts bought the road. I was made a conductor in 1848 and ran a construction train. Then I was promoted to run a freight train to Michigan City, and in 1854 I got my first passenger train. During all these years I have been connected with the road uninterruptedly save during four months when I was detailed for work on the Salt Ste. Marie canal, which was built by Mr. Brooks and his Boston associates, who owned the road. So I was really in the employ of the road all that time. In the spring of '54, when I first began to run a passenger, the run was from Michigan City to Chicago. Ah, me! boys, 45 years are a good many to look forward to, but not so many to look back upon, and yet not a single employé of the road that is here to-day was on the road when I first came on—not one, from president to switchman, from porter to car scrubber. I am the only one left. Death, fortune's wheel and changes have left me the patriarch of the road. For 32 years I have had the day run on the Chicago day express."

"And you have been in many a smashup and had many a hair-raising experience in that time?" interjected one of the audience.

The old man mused for a few minutes and then said slowly, "That's where you are wrong again, boys. You may call it luck, if you please, but during my 45 years of active railroad life I have never been in a smashup, never had any accident of any sort happen to me, to any of my train hands or to a passenger. *We never killed a passenger or a train hand*, and the company has never been called upon to defend a suit for personal damages inflicted upon a passenger on my train. On several occasions we have run over people on the track and once or twice farmers have been in a hurry to drive across the track and went straight to heaven. A great many people believe that I am a lucky

man, and the boys think they are pretty safe on a lucky train. I have one brakeman on the train who has run with me 12 years, and a baggageman who has been with me 10 years. Yes, I've been lucky, but perhaps my time will come and the run of luck terminate. Who knows. The worst that has ever happened to my train was to run off the track and get shaken up."

"Perhaps your good luck is attributable to exceeding care on your part, sir," observed a tall man in a shocking bad hat, who looked like a missionary in distress.

"No, sir," answered the modest railroad man, "I don't claim that. In my younger days I sometimes took long chances, much longer ones than I would take now, but they always happened to turn out right. I never got caught out, as it were. Now-a-days I have grown more careful. I don't take many chances now. No, its luck, just luck. I know young men who have not been running trains more months than I have years, who have been in a number of smashups. It's just like soldiering. Some men went through the war in the thickest part of most every fight and never got a scratch, while other fellows were plunked every time they got within half a mile of a bullet. It was their luck to get in front of a ball and lay up in the hospital until they got well enough to take another dose.

"But speaking of old times reminds me of the very great change that has taken place in the system of promotion. In former times the conductors all passed through the baggage car. That is, conductors were promoted from the ranks of baggagemen. Brakemen were promoted to the baggage car. Now all is changed.

Once a baggageman, always a baggageman. The line of promotion now is from the freight brakeman to freight conductor, and then to conductor on a passenger train. In this way conductors become practical men conversant with every branch of train operating.

"Today railroad operation is reduced to an exact science. The crude methods of former days would not do at all. Why, we used to run a train by brute force, so to speak. If a chap wouldn't pay up, he was shot off the train. It didn't make any difference if a tramp was landed in the middle of a swamp. If he did much kicking a swamp was a good enough place for him. Nowadays the law makes you carry a man

to the next station or within sight of a house. Stations were far apart in those days, and there were some pretty rough characters.

"Right after the war lots of old soldiers were thrown on the country, and many became what we call bummers. They thought they had a right to ride free and were a great nuisance. We had many a pitched battle with these fellows, and it was not unusual to see a train hauled up to a siding while a fight was going on. I remember once that a dozen as tough chaps as ever I saw, captured my train and refused to pay or quit. They used frightful language in the presence of women and children, and threw the passengers into a panic. I saw that my train hands were too light to bounce them, and so kept still until we met the up train. I brought the other gang in and we went for those tramps. For about five minutes the air was blue, and then those tramps sat on the side of the road and saw the train grow small in the distance. But there were not many window panes left in the car from which we ejected them, and most of us had to buy new uniforms. At another time, I remember, a gang of tramps got between the baggage and passenger cars and refused to leave. We hauled up at Grass Lake and had a fight. We used clubs and the tramps used clubs and stones. When we finally drove those tramps off, one side of the car was nearly stove in. There wasn't a window light left, and big dents were made in the woodwork."

"How do salaries compare with what they used to be?" was asked.

"Well," replied Mr. Skelding, "I don't know that there is any difference to speak of. You see, a man who works for salary is paid enough to live on and a little more, no matter what the purchasing power of money. When I began to run, freight conductors got \$45 a month and passenger conductors \$60. Then during the war, three of the older men, including George Hopper, our present paymaster, and myself went to General Superintendent R. N. Rice, and petitioned for an increase in wages, with the result that we got a raise to \$1,000 a year for passenger trains. This ran along for a year or so, when the cost of living kept going up and we went to the superintendent again. 'Well,' said he, 'how much do you fellows want now? Will \$1200 a year do you?' We accepted that figure and got it right along except for a short time when we had to accept a ten per

cent reduction, and now we get \$110 a month on the through express trains. Brakemen got \$30 a month in the old days, then \$40 and \$45, and now they get \$50, and baggagemen the same. Yes, railroad-ing is a poor business for a young man to get into. Here I am at my time of life in receipt of \$110 a month, when the same amount of energy and faithful endeavor in any other line would have placed me in the category of capitalists. Not that I complain—I don't. I like railroad life, and the company has always dealt squarely with me and is as liberal as sound financial management will permit, I suppose."

"Rolling stock isn't much like it used to be, is it?" inquired the drummer.

"Well, hardly. When I first went rail-roading we had single driver engines, and the cars had oil cloth tops. They called the engines 'cabbage cutters.' They were named 'Detroit,' 'Dexter,' 'Ann Arbor,' 'Marshal.' It required twelve hours to go to Kalamazoo, and four to five cars was a big train. The conductor passed along the train on the outside, as in the English system, and took tickets through the window. Engines had no cow catchers in earnest, hooks that caught any creature on the track and held it. When we struck a cow in those days we got her."

The immense mileage covered by the veteran conductor during his railroading days is almost beyond credence. He makes two trips a week, each to Chicago. That is 285 miles each way, or 1,140 miles a week and during the thirty-six years that he has been running the day express to Chicago has covered 2,134,080 miles, and during the forty-five years on all sorts of trains over 3,000,000 miles. He has traveled far enough to have gone 11 times to the moon and 120 times around the earth. He has probably traveled more miles on dry land than any other living man.

My First Run as Conductor.

It was in the latter part of September, 1842 that Col. Richard Peters, then the wide awake Superintendent of the Georgia railroad, which had then reached Athens, and on the main line branching from Union Point to Atlanta. The road was finished to Madison in Morgan county, 105 miles from Augusta, the starting point—stopped at my fathers carpenter shop, in passing to and from the depot to his hotel. I was at work ripping sash stuff when I

heard him asking my father if he didn't have a son who would like to go on the road as conductor. My father turned to me and asked me how I would like to go as a conductor. Of course, I was in for riding on the cars, as almost any body was then. It was new, fast riding. I said I would like to get in the place. When Col. Peters said, come out in the morning at 7 o'clock when your train will leave.

So out I went early next morning and saw the engine moving cars about making up the train. Wm. Printuf, then a conductor on freight, was motioning the engines backward and forward until the train was ready. It consisted of twelve box cars all loaded with freight, mostly for Madison, and Printuf opening a box car door told me to jump in. He was sent along to give me lessons in conducting a train. The engine was one of Baldwins single driving wheels named "James Camak" after the first cashier of the Georgia Railroad bank in Athens; a station 47 miles from Augustine where the Macon branch runs off, is also named after Camak. Robt. Rushton, for many years master mechanic of the Western & Atlantic—Georgia State road—built by the state, being the next projected road in the south after the old Georgia road, was manager of the machine shop at Dalton, where he died some ten years ago, ripe in age and experience.

While I had before rode an engine on the road, I was not posted as to the scuffle engineers had in their day to make their locomotives "get up" with a train behind. But we had not proceeded far out of the city when the speed was slowed up mightily, and I asked Printup what was the matter. He said the engine wouldn't make steam, and we had to go up grade for eight miles. At intervals the train would come to a standstill, when Printup would get out with a negro trainhand and go to rear of the train where I saw them check the hind wheels of the last car. The engineer would then back the train so as to have the slack in pulling off again of the length of the couplings between the cars, which then were made from eighteen to twenty inches long. Thus we moved along, sometimes at a snail's pace, until we got to the eight mile post—the top of the grade—when away we went at a speed of ten miles an hour to Belair, the first regular station ten miles from Augusta. It took us two hours and a half to run there. The down grade, one and one-half miles coming to Belair,

is computed at twenty-six feet to the mile.

Here the engine wooded and watered (no coal then) and the engine, while standing gathering a good head of steam, off we started at about six (to eight miles) an hour. But soon the engine began to slow up, and I found from Printup that we were now going up another continuous grade of six and a half miles, and in two miles run there was a stop, and Printup said let's go and get on the engine, for we will have to take wood out the woods all the way to the next station, Brazilia, to fire the slow engine. So we did, and we were three hours and more getting to the seventeen mile post.

It was while I rode on that engine that day, from my peeping into books that taught the principles of steam, and watching the movements of Rushten, and the steam gauge on the dome, that I learned something of the power of steam as to railway service. All that day—and it was a long day—when going up grade the engine would slip, slip, then come to a dead halt. Wait for a little more steam to make, then check the hind car, and pull her open. I got amused at Rushten, how he would lean over forward and give a groan as if straining to help his engine pull, and send out a negro fireman with a crossbar to pinch along the truck-wheels on the engine.

It took us all day to go from Augusta to Thomson, thirty-seven miles, where we put upon the siding for the night. No freight trains there at night. I remember in coming the last stretch that evening from Deering to Thomson that I felt so sorry for Rushten. He tried his best to make his engine get up steam to pull, but she wouldn't no way he could fix it, and all the engineers that I had come in contact with on the railroads then, soon learned how to curse if they had no training in that wicked line. So, while he was straining, it looked like his only move to make his engine pull. I said to him, Rushten, you must have had a christian mother.

"What makes you think so?" said he.

Why, I haven't heard you curse outside this whole trip, and you are the first engineer I ever heard of that didn't curse.

His look at me I shall never forget.

After a good night's rest, engine, tender, and all hands, we started on up the road next morning. Meeting the down freight train with Peter Printup aboard, who was

then trainmaster, he took me back to Augusta to go conducting next day. I had learned the A. B. C. in the business, so next day I was duly installed and took out a train.

In looking back at that time, I see Providence controlling my course. That delay causing our train to stop all night at Thomson, then only a station having a house to entertain travelers, no depot a box car on the siding was used for delivery of freight, a store and gin house was all the buildings. It was there, on that night, I saw my first wife. We married four years after. I moved there from Augusta and built the town of Thomson.

In another article I will give you some of the trials freight conductors had in that day compared with the advance in railroading in this day.

We had no bells on the engines, no headlights, no car brakes, no conductor's cab, no covering for the engineer, no fender in front of the engine. We had to stand the weather out on top of freight cars in snow or sunshine.

With best wishes,

J. H. STOCKTON,
Thomson, Ga., Dec. 25, 1890.

Romantic Old Kenilworth Castle.

The wear of season and age, which have not impaired the habitableness of these humble dwellings, become eloquent, however, in the castle at Kenilworth, which might have been expected to outlast them for many a year. Leicester's palace, that noble structure which, dating from the time of Henry I., often sheltered kings, is now but a ruin, with stairways leading only half way from floor to floor, and no other roof than the sky in any of its chambers. Still, enough of it remains to enable us to trace nearly all the incidents of the story as Scott describes them in the romance; and stimulated by the rhythmic cumulative splendor of those portions of the narrative which bear all readers along with impetuous fascination, the visitors witness, when they are sufficiently imaginative, the reenactment of Amy's adventures. Here is the point at which the giant warder was posted, past whom she stole with Wayland, while Flibbertigibbet restored to the memory of the huge creature his part in the coming masque; here was Mervyn's Tower, where she sought shelter in the hope of being able to com-

municate with the earl, and where she was discovered by Lambourne and Tressilian; here may yet be seen the great hall in which the throne was placed, and here, in the Pleasaunce, was the grotto in whose cool recess Amy concealed herself and was discovered by the Queen. The tourists are strong in faith, and do not attempt to separate the component admixture of truth and fiction; the novel is a guide-book to them, and Wayland, Flibbertigibbet, Tressilian, and Lambourne are all accepted as historical personages. Not in all the chronicles of England is there a chapter equal in magnetism to the story set forth by Scott of the love of this unhappy country girl.

* * * *

What Shakespeare is to Stratford, Leicester and Amy Robsart are to Warwick. They are the leading personages in the only drama the little town knows—the “stars” in a performance which is repeated so often that by comparison a Chinese play is a mere interlude. We refresh our memories with them by reading “Kenilworth” again, and perhaps, it must be confessed, do not find it as absorbing as it was when we read it under an apple-tree, though our heresy may not be as fragrant as that of Mr. Howell’s. Where now is the soldier of fortune who can discourse as well as Mike Lambourne did, with all that facility of metaphor and expletive, so apt and so varied that they put us into good humor with the unconscionable villain? All the characters in those days spoke in epigrams, even down to the hostler at the “Bonny Black Bear,” who, when Lambourne is in his cups, describes him as speaking “Spanish as one who has been in the Canaries.” What innuendo or quip finds Giles Gosling without a repartee—he who poetizes his own sack so beautifully. “If you find better sack than in the Shires or in the Canaries either, I would I may never touch either pot or penny more. Why, hold it up betwixt you and the light and you shall see the little motes dance in the golden liquor like dust in the sunbeam.” Knave and knight, the rustic boor and the gartered courtier have the same knack of saying what they have to say with Macaulay-like precision and with a like appreciation of antithesis and alliteration. There is some contemporary evidence that the subjects of the fiery Elizabeth garnished their speech no more nor set it in finer phrase than the subjects

of Victoria; no false modesty led them to mince matters and call a spade a silver spoon. But Scott’s characters have set speeches which they deliver *ore rotundo*, spiced with color-giving adjectives and neat turns of wit; there is not a flash in the pan among them all. Is it life? Was it ever life? Did people three hundred years ago speak in this stilted, theatrical manner? “There, caitiff, is thy morning wage.” “Draw, dog, and defend thyself!” “Off, abject! Darest thou come betwixt me and mine enemy!”—*Scribner*.

— • — *What Carlsbad Is.*

Carlsbad is a spot. It is a streak between hills in Bohemia. An ancient tradition says it was discovered by a dog. That dog is now dead. Hence has arisen the saying, “They tried it on the dog.”

The people of Bohemia are known the world over as wanderers. They are necessarily tramps because they cannot afford to live at home. It is cheaper to move.

Carlsbad was the last created spot on earth. It was made up of what was left over. It rains in Carlsbad six-sevenths of the time. It is the most watery watering place on earth. The essentials to a successful career therein are a wallet and an umbrella both big. It is a good place for disease, doctors and ducks.

People who go to Carlsbad may be sick of anything. When they go away they are sick of nothing but Carlsbad. The going illustrate respectively the comparative and superlative degrees of joy.

Carlsbad is constructed like the intestine of a sand hill crane. It has an alimentary canal running straight through it. Everything else in Carlsbad is crooked.

The natives of Carlsbad has four hands, with ten fingers on each hand. Other people go to Carlsbad for their health, but the native is not there for that purpose. If you take your eyes off of him you are gone. Button up your coat and put your hands in your pockets while you are talking to him. Make him sign and swear to every proposition he makes. He has got you anyway; but do not walk into the trap with your eyes shut. Put yourself in a position to be able to say honestly you knew it all the time.

Every house in Carlsbad is a hostelry, and a bad one. Some may be classed as larcenies, others as highway robberies. The only difference is the degree of crime.

It is a tradition that once upon a time the Goths and Vandals, tempted by rumors of the exceeding riches of Carlsbad hotel keepers, made an incursion, but contrived to get away without losing much.

From America there are many routes to Carlsbad. But there are only two return routes, one the northern and the other the southern route. You swim home by one and skate home by the other. The marshy character of the soil between Europe and America renders walking impracticable.

The portier is one who poses at the entrance of every hotel and bows as you go out or come in. He speaks fluently every language except your language. Your language he speaks a leedle. For bowing to you and speaking your language a leedle you have to pay the portier a florin a week. He also has the prerogative and inalienable right to charge you two kreutzers for every newspaper that comes to you by post.

If you kick he will simply put a snaffle on you.

The fish that swim in Carlsbad creeks have many names, but they are one. If you eat him as the trout you pay one florin if as the sole, seventy-five kreutzers; if as the zander, fifty kreutzers. You choose the name and pay your money.

The doctor is autocrat in Carlsbad. What he says must go. If you fare ill he says it is because you are not obeying his orders. If you fare well he says, "I knew it would be so." When he assures you, you are making weight you must take it for granted that if the scales tell you differently the scales lie. At any rate, you may depend upon it that the doctor will not suffer you to leave Carlsbad until your wallet at least has been reduced in heft.

Then he will send you to Switzerland. That's where the Alps are. They are very high, but they are not so high as things are in Carlsbad.—*Eugene Field in Chicago News.*

How Rags Raegen of New York Foiled The Police.

Rags Raegen was out of his element. The water was his proper element—the water of the East River by preference. And when it came to "running the roofs," as he would have himself expressed it, he was "not in it."

On those other occasions when he had been followed by the police, he had raced them toward the river front and had dived

boldly in from the wharf, leaving them staring blankly and in some alarm as to his safety. Indeed, three different men in the precinct, who did not know of young Raegen's aquatic prowess, had returned to the station-house and seriously reported him to the sergeant as lost, and regretted having driven a citizen into the river, where he had been unfortunately drowned. It was even told how, on one occasion, when hotly followed, young Raegen had dived off Wakeman's Slip, at East Thirty-third Street, and had then swum back under water to the landing-steps, while the policeman and a crowd of stevedores stood watching for him to reappear where he had sunk. It is further related that he had then, in a spirit of recklessness, and in the possibility of the policeman's failing to recognize him, pushed his way through the crowd from the rear and plunges in to rescue the supposedly drowned man. And that after two or three futile attempts to find his own corpse, he had climbed up on the dock and told the officer that he had touched the body sticking in the mud. And, as a result of this fiction, the river police dragged the river-bed around Wakeman's Slip with grappling-irons for four hours, while Rags sat on the wharf and directed their movements.—*Scribner.*

But Still He Never Drinks.

McJunkin—Will you join me in a glass of old rye, Colonel?

Colonel Gore—Much obliged, but I don't drink.

McJunkin (surprised)—Why, I understood our friend to say you were from Kentucky.

Colonel Gore—I am.—*The Jury.*

Eluding the Mosquitoes.

Summer Boarder—What's that boy skipping about in that strange manner for?

Rustic Landlord—Ye see, he's bean down in the flats fishin', an' I tole 'im when he come back to dodge aroun' so the skeeters wouldn't foller 'im. Big un's down there, sir!—*Light.*

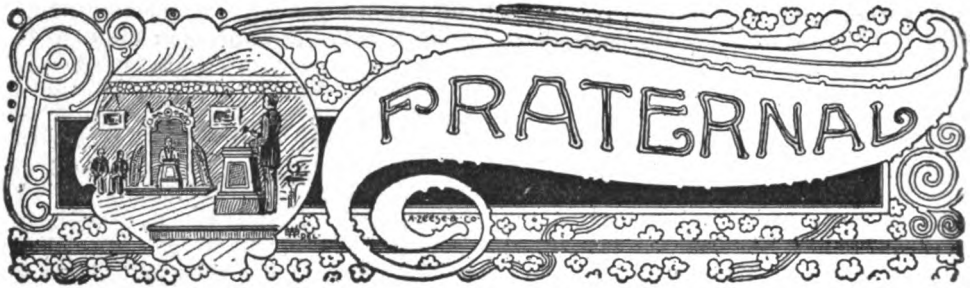
A Chance Encounter.

Mokeby (in the wee sma' hours)—What yo' doin' roun' Mistah Smith's hen-coop at dis time o' night?

Johnsing—Nuffin! But whad's yo' doin'?

Mokeby—Nuffin!

Johnsing—Well, den, let's bofe do it together. —*Puck.*



SAN LUIS POTOSI, REPUBLIC DE MEXICO.

No. 48, Vol. 7 of the *Railway Service Gazette* found its way down here to us in San Luis and in looking over it we found on pages six and seven an article which surprised us. From beginning to end the whole thing is one continuous falsehood and shows such gross ingratitude toward one who has treated Mr. Brown with so much consideration, kindness and courtesy, that one lacks words to express his contempt. The truth of the matter is, Mr. Brown was discharged for reasons he would feign keep to himself, or in other words, because of his habitual drunkenness. If he was a popular man on the M. N. R. R. no one here suspected it; that he was popular with saloon keepers no one here doubts, and his frequent visits to such places cost him many sad experiences, for instance, his last night in San Luis was spent in a Mexican hourgout, or jail. All this occurs to trouble Mr. Brown's memory, and he would "Dye the grass purple, and paint the sky brown. Turn day into night, and sleep it away," as a kind of retaliation. Now, we are quite willing to let him,

"Straddle the rainbow and ride to the moon;

O're the ocean to paddle in the bowl of a spoon," but we would have our world beautiful as God made it for us, and our M. N. road under the same capable and efficient management it now is. Mr. Brown was yard master here and afterwards promoted to a conductor; about the first and only train he ever run, and his lack of experience caused him to plunge himself into such a catastrophe as this article spoke of. He claimed to know the condition of affairs and yet rushed recklessly into danger. Conductors and engineers are not soldiers to be commanded to "charge the enemy and take the fort," but are supposed to be men of judgment and discretion; men who assume the old adage, "In case of doubt, let safety be thy guide," as their motto. "Always for P. S. and I, Mexican" tries, but ineffectually, to cast a slur upon the fair name of the superintendent of the San Luis Division. Our superintendent was born in Sandusky, Ohio, and is an honor to his state. It is true that he is of Irish parentage but is an American citizen and the insult not only to him

but to the army of employes of Irish parentage or nativity, by calling him an "Irish blacksmith" will make no friends for the paper that publishes his effusions. While the gentlemen referred to is not a blacksmith though the knowledge of that or any other honest trade is no discredit, he has served an apprenticeship as machinist and as proof of his efficiency has held many positions of high honor—has had charge in the motive power department of the K. P., road, the T. & P. road, the I. & G. N., and has been General Master Mechanic of this line, and last but by no means least holds the double office of Master Mechanic and Division Superintendent on the most popular road in Mexico, the N. M.; has been with the road ten years, and is one of the most popular Americans in the Republic. He is a quiet, pleasant man, easy to get along with, just and considerate to all his men. Our train master is an experienced man in the management of trains, served several years as train dispatcher and yard master; fills his position here with ability and dignity. Last I would say as a bit of news: We have no B. of R. C.'s here, but a live, wide awake, active division of O. R. C.'s, made up of old time, well experienced men. Have a good superintendent, and no "pets." All our conductors on the San Luis Division are members of our Order with two exceptions in the way of young men lately promoted to the dignity of a conductor; when they have filled their positions long enough to become members of the Order, we feel safe in saying they will send in their application as they are worthy men.

Yours in P. F.,

SAD BUT TRUE.

Dec. 22 1890.

Editor Railway Conductor:

I expect you have heard what the governor of North Carolina said to the governor of South Carolina about its being a long time between drinks, you can say to Division 152 that it is a long time between letters. I will break the silence for them by reminding you and your readers that we are not dead but have been sleeping, we are awake 'tho' now and hope to give a good account

of ourselves in the future. We had a splendid meeting yesterday, it did us all good to see so many attend and to show so much interest. We elected our officers for the ensuing twelve months. Bro. A. J. Blanton, the good old wheelhorse, was re-elected C. C.; the genial and steady Cook, A. C. C., old reliable Fitzhugh S. C.; and the ever ready C. D. Goodwin, Sec. and Treas.; W. L. Harris I. S.; and J. J. Taylor, O. S. The last two are young colts just put on the track but I am sure they will make good and steady runners that you can bet on. We had Bro. C. H. Wilkins, our Asst Grand Chief, with us on Monday when we had a called meeting to meet him. I am sorry that he met so few of our Division; they were out on their runs with but a few exceptions. I was denied the pleasure of meeting him as I had to take my run out; he assisted in conferring a degree on a candidate and our boys were delighted to meet him. We will try hard to hold up our end of the ladder and you know the old adage, "where there's a will there's a way." I want you, Bro. Editor, to urge upon every O. R. C. man the importance of attending the meetings of their division and to post themselves as to the working of the Order. For fear you are tired I will close with best wishes and a happy happy Christmas.

I am yours fraternally,

RICHMOND ON THE JAMES.

Editor Railway Conductor:

Please find names of officers elected and installed at last meeting, December 21st, 1890, for the ensuing term.

C. C. George W. Brill, Delano, Schuylkill county, Pennsylvania; A. C. C., A. H. Butler, Delano, Schuylkill county, Pennsylvania; S. and T., J. M. Bryan, 25 S. Front, Reading, Pennsylvania; S. C., R. W. Smith, Lebanon, Lebanon county, Pennsylvania; J. C., H. E. Cox, Lebanon, Lebanon county, Pennsylvania; I. S., A. W. Lockhart, Pottsville, Schuylkill county, Pennsylvania; O. S., T. C. Geiger, Reading, Pennsylvania; Delegate, L. A. Neiman, 21 S. 2nd, Reading, Pennsylvania; Alt., C. E. Glenn, Delano, Pennsylvania.

Yours truly in P. F.;

J. M. BRYAN, S. and T.

ST. THOMAS, Dec. 26, 1890.

Editor Conductor:

Feeling like writing this morning I grasp my pen, strike my thinking box for a subject, and find plenty of room, but not much else, so I will kick "just the same." It is a cause of regret that the average railway conductor does not take more interest in their own affairs; even those who join

the Order frequently lose interest in all its movements even in his own behalf, and simply belong as a matter of course, taking it for granted, that when he pays his dues he has done his duty, but he has not. Money alone cannot make a good division or organization, it takes patriotism and loyalty to agitate an association, and no great degree of success can be obtained without it, and every railroad man should belong to some of the organizations formulated for their special benefit, because it exerts an influence that elevates the condition of all concerned, and it is not enough to be in good standing, as I know Brothers who are, and living in town on meeting days or nights as the case may be, have not the work of the Order, and when approached on the why and wherefore in a brotherly manner they will reply: "I don't know." Now, if all members were so disposed, the Order of Railway Conductors would soon die with dry-rot.

I believe it has been said, that system federation was illegal by some members of railway organization. I kick, again: as I think any means of success is both legal and fair in love or war. By reading THE CONDUCTOR I have formed an opinion, that the Order of Railway Conductors, without any kind of federation, simply standing on their own manly independence have accomplished much within the last few months, by simply enlisting the harmony and sympathy of the other branches of the service on so many lines, that I begin to think that we are on the right track to success as an organization. It seems the majority of general superintendents on these lines have met the committees in a very gentlemanly manner, and I think all those committees should extend a vote of thanks to any management, through our journal, when they have met with such courtesy. I have been there myself is the reason I talk in this manner.

Union Division is gaining ground fast and has three petitions to act on next meeting; our actions for the past few months have enlisted sympathy in our behalf, and I expect you will hear from us on each monthly report, promoted and advanced.

MORE AGAIN.

ST. PAUL, Minn., Dec. 21, 1890.

Editor Railway Conductor:

At a regular meeting of Division 40, they elected as correspondent, M. E. Goss. Thinking that, perhaps, a few remarks about the division, etc., would not be out of place I will state, that Division 40 is alive, and prosperous and gaining in membership, but needs a little improvement in the way of attendance. Our membership is large enough to insure good attendance at every meet-

ing. I wish to say to the Brothers of the division, that it will be impossible for your officers to accomplish anything unless you give them your support, and the support you can give by attending meetings. I hope each and every member will take an interest in this matter and see if we can't fill the hall at every meeting.

I must say a few words regarding the officers of this division: There is Brother J. H. O'Neil, who has filled the C. C. chair so faithfully the past term; nothing can be said but what would be in his favor—his heart and soul is with the Order. Such men as he is are a credit to any order.

Brother J. D. Condit, the newly elected C. C., is a man who never does anything by half. He believes in the old maxim: "Think twice before you speak once." With such a man at the head of the division it is sure to prosper. The members knew what they were doing when they elected Brother Condit as delegate to the Grand Division. He will make his presence known at that meeting in such a way, that it will surely bring about good results.

Now, as to our S. and T., Brother F. M. Sanders, it is needless for me to try to say anything for I can't do him justice. He is a fixture in the division, and such a one that can't be removed without serious damage. He is a hard worker and takes a deep interest in all matters pertaining to the welfare of the Order. To say that all the members of this division feel proud of their Sec. and Treas., don't half express their feelings.

All the other officers of the division, I am satisfied will do their duty and attend all meetings when it is possible to do so. I will try and let you hear from us often.

Yours in P. F.,

M. N. GOSS.

Editor Conductor:

At special meeting held December 21st, the following officers were elected for the ensuing year.

J. H. Towne, C. C.; J. A. Sterling, A. C. C.; J. C. Gerety, S. and T.; J. H. Logan, S. C.; E. Gow, J. C.; J. H. Lane, I. S.; F. Workman, O. S.; Delegate to Grand Division, J. H. Towne; Alternate to Grand Division, J. A. Sterling.

Yours in P. F.,

J. C. GERETY.

HINTON, W. Va., Dec. 26, 1890.

Editor Railway Conductor:

Our train master, Mr. J. W. Knapp, who has been sick for some time has again returned to his office and is looking much better than we expected

to see him. He is very kind to all of the boys and they are always glad to meet him. Brother J. W. Coulter, of Division No. 213, is our general yard master and is assisted by Capt. J. A. Wentz.

Yours in P. F.,

G., Division 152.

PORT JEFFERSON, N. Y., Dec. 24, 1890.

Editor Railway Conductor.

At a regular meeting of New York City Division No. 54, held on December 8th, the following Brothers were lected as officers for the ensuing year:

W. W. Apgar, C. C.; Chas. H. Dale, A. C. C.; N. R. Scofield, S. and T.; F. P. Van Cleaf, S. C.; J. F. Leikert, J. C.; W. D. Romaine, I. S.; M. D. Williams, O. S., W. W. Apgar, Delegate; F. P. Van Cleaf, Alternate.

Will you kindly have the change made in the monthly.

Truly in P. F.,

N. R. SCOFIELD.

CAMDEN, N. J., Dec. 23, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER.

In reading the last issue of the "CONDUCTOR" I notice an invitation to the members of the Order to offer suggestions and opinions as to the best means of increasing our Mutual Benefit Department. I would respectfully offer my opinion on this subject, as follows: My experience in the Mutual Assessment plan, is that the only guarantee it has is the good faith, and honor of those who are members, and unless, a continued flow of new members is added there is no security. Now I believe we should do one of two things make our plan a fixed amount, with fixed payments high enough to cover more than the highest supposed death rate, so as to accumulate a surplus, thus giving it a permanency, and the members thereof confidence, or we should make it as it is now, with a fixed benefit and no limits to the assessments, and to get that limit to the smallest possible number and carry no surplus. I favor the latter plan, as the Mutual Assessment plan is the cheapest, but to make it secure, it is necessary that it be a part and parcel of our Order and not a side issue. Camden Division 170, has elected me to go to St. Louis, and I hope to offer an amendment to our laws, something in the nature of what follows:

"Make two classes, first and second, benefit \$1000 and \$2000, require every applicant for membership to join one or the other of the above classes, unless he produces a policy in some reliable company to the amount of \$2000, or more, and further that he keeps one policy paid up, or forfeit his

membership in the Order. I would have the assessments 50 cents and \$1.00. In a very few years every one of our members would be insured, which I believe is no more than our duty, and the age question would be at a happy medium, as the new blood coming in all the time would balance the loss from old age. I would respectfully request you to publish this letter and I will be glad to discuss it with my abler Brothers.

Yours in P. F.,

L. E. SHEPPARD, P. C. C.

Dec. 21, 1890.

Editor Railway Conductor:

I today organized Youngston Divisiown No. 270, at Youngstown, Ohio with a large charter list and all new members but three. The new C. C. is Bro. J. Morris; the A. C. C., Bro. Geo. Happer; S. and T., Bro. F. J. Phelps; S. C., Bro. D. Connel; J. C., Bro. F. W. Fettes; I. S., Bro. J. W. Hoover; and O. S., Bro. Chas. Foat. The address of the C. C. is 304 North Avenue, Youngstown; and of the S. and T., Newcastle. Time of regular meeting not settled until Jan. 1st. The new Brothers are all young energetic workers and will place their division in the front ranks. I acknowledge obligations to the Brothers of division 201, Chartiers, Pa., No. 214, Pittsburg, No. 14, Cleveland, No. 73, Astatbula, O., and No. 109, Galion, Ohio for aid in the work of organization, and also to the only Martin Clancy for his presence and council. The delegate elected to the Grand Division is Bro. J. Morris and the alternate, Bro. J. F. McConnell. All of which is respectfully submitted.

Yours in P. F.,

GARRETSON, G. S. C.

PORT JEVVIS, N. Y., Dec. 25, 1890.

Editor Conductor:

At the regular meeting of Neversink Division No 52, O. R. C., held Sunday Dec. 14, the following is a list of officers elected for 1891: N. Decker, C. C.; E. Langley, A. C. C.; I. B. Cole, S. and T.; J. E. Arahill, S. C.; M. Conway, J. C.; Chas. Jennings, I. S.; G. W. Harding, O. S.; N. Decker, delegate; D. P. Schultz, alternate.

Yours in P. F.,

I. B. Cole, S. and T.

YOUNGSTOWN, O., Dec. 26, 1890

Editor Railway Conductor:

I wish to inform our Brothers and readers of the new Division 270 of Youngstown, Ohio, organized Dec. 21st. Special session opened with Grand Sr. C., A. B. Garrison as C. C.; S. N. Brokaw of division 109, A. C. C.; G. W. Fleming of division 201, J. C.; J. H. Archer, S. C.; Thomas Cook, I.

S.; H. T. Ryan, O. S.; D. W. Thornton, of division 114, Sec. and Treas.; and the following visitors: Joe Wright, James Dumbleton, J. K. Mackey, Thos. Atwater, Geo. C. Hurst and Bros. Watt and Clancy. The following were charter members: W. S. Hoover, F. J. Phelps, Dan Connel, Chas. Foat, Geo. Happer, J. H. Clemens, J. T. McGonnell, O. Gillingham, Wm. McCoy, J. Morris, J. W. Hoover, Chas. Swap, W. C. Brooks, A. D. Kerr, I. M. Watt, Pat Minehan, F. W. Fettes and R. L. Burgoon. Election was as follows: J. Morris, C. C.; George Happer, A. C. C.; Dan Connel, S. C.; F. W. Fettes, J. C.; J. W. Hoover, I. S.; Charles Foat, O. S.; F. J. Phelps, Sec. and Treas.; Bro. J. Morris elected delegate to Grand Division at St. Louis. We had a very pleasant time and extend our thanks to our Brothers for helping us on this occasion, and would say that all Brothers will at all times find the key of Youngstown Divison 270 hanging on the outside.

D. W. THORNTON,

Sec. and Treas.

SAVANNA, ILL., Jan. 3, 1890.

Editor Railway Conductor:

As the discussion of questions likely to be brought before the 23rd Grand Division seems to be in order. I hope with your permission and indulgence, to be granted the privilege, of expressing an opinion, relative to certain matters, which I am of opinion, will be among those of greatest importance, in the deliberations of that body. Before going further, permit me to say, that the action of the 22nd Grand Division, was good and well received, by the rank and file, of our Order, and by many outside of it, but many ask, Why did you stop where you did? Now from the standpoint of a conservative member, of the O. R. C., (and I claim to be such) I answer; great reforms move slowly. But the fact remains, more substantial benefits have accrued to our membership in the past seven months, than during all the years of the history of our organization preceding the Rochester convention. I am free to admit, we have not gone far enough, and I hope to see the good work advanced several stages when our representatives meet again at St. Louis, and I sincerely hope no member will call a halt, until our Order is placed upon the most tenable ground of any railway labor organization. It can be done and I believe the events of the past few months having proved the wisdom of the action of the 22nd Grand Division. We can now see our way clear, to further wise and beneficial legislation. Now to refer to Federation, I am of opinion that nothing short of National Federation membership in what is now known as the Supreme Council of

Federated Railway Employés will do for so large, and powerful an organization as we have become, and I hope that after the board of Directors have finished their labors, deliberating upon the acts of the St. Louis convention, that application will be made at once for admission to membership in the Supreme Council and that we will be occupying such ground, at that time, that our application will receive the unanimous vote of admission from all the members of that grand body. Then, let us remodel our insurance laws, make them more liberal, and don't draw the lines so closely, abolish the medical examination, allow all members to be eligible, make the laws so that when a conductor is disabled so that he cannot run a train, pay him the amount of his policy. I'd prefer to pay \$4.00 or \$5.00 per month and see all disabled members provided for, than to pay \$3.00 per month (as we now do) for such insurance as we now receive. There are none among us who would hesitate to go into his pocket for a dollar, for the benefit of any disabled conductor, whether he was a member of the benefit department or not. Then let every member, put his shoulder to the wheel and give our undivided support, to our Grand Officers, and each other; and the Order of Railway Conductors, will, inside of the next twelve months be "out of sight." Apologizing Bro. Editor for claiming so much space, and hoping none of the "boys" will think me too "long winded."

Fraternally in P. F.,
GEO. W. ASHFORD.

THE DALLAS, Ore., Dec. 31, 1890.

Editor Railway Conductor:

Mt. Hood Division held its annual election Dec. 14th, and the following are the officers for the ensuing year: J. J. Blew, C. C.; L. G. Guthrie, A. C. C.; J. M. Poorman, Sec. and Treas.; A. B. Bell, S. C.; J. H. O'Bryan, J. C.; G. M. Stroud, I. S.; Frank Sperger, O. S.; Delegate, R. T. Hedrick; Alternate, J. J. Blew. Bro. Stroud, I. S., is the oldest conductor in Oregon, and was formerly mayor of Scio and is a prominent candidate for railroad commissioner in this state. Our division is prosperous.

Yours truly in P. F.
J. M. POORMAN.

DECATUR, ILL., Jan. 4, 1890.

Editor Railway Conductor:

At a called meeting, Dec. 30th, 1890, Henwood Division No. 74 elected the following officers: C. C., E. H. Jones, 312 Central Avenue; A. C. C., James Crawshaw, 1076 East William Street; S. and T., D. R. Reynolds, 1248 East North Street; S. C., F. W. Willis, 949 East North Street; J. C., J. H. S. 375, 1002 East Eldorado Street; I. S., H.

Reeves, 859 Morgan Street; O. S., G. M. Wood, 858 North Morgan Street, all of Decatur, Ill. Our delegate is Bro. E. H. Jones and our alternate is Bro. A. E. Hughes.

Yours in P. F.,
D. R. REYNOLDS.

ELDON, Dec. 27, 1890.

Editor Railway Conductor:

At the regular meeting of Rock Island Division 106, Dec. 7th, 1890, the following officers were elected for the ensuing term: L. L. Buck, C. C.; John E. Baker, A. C. C.; W. H. Hyde, Sec. and Treas.; L. E. Courtney, S. C.; T. J. Knouse, J. C.; Chas. Martin, I. S.; D. McLain, O. S. Division 106 now has a very good prospect for the future, having at the last regular meeting three petitions for membership.

W. H. HYDE,
Sec. and Treas.

ATLANTA, GA., Jan. 8, 1891.

Editor Conductor:

DEAR SIR:—At a regular stated meeting of the Atlanta Division No. 180, held in their hall on Sunday, Dec. 14, the following officers were elected to preside for the ensuing year: C. C., W. N. Johnson; A. C. C., E. H. Acker; S. and T., E. S. Fairbanks; S. C., J. H. Rowland; J. C., T. A. Howard; I. S., C. C. Huss; O. S., J. E. Brown; representatives to the Grand Division, D. M. Vining and E. H. Acker, alternate.

By unanimous consent of all members present installation of officers elect was postponed until Dec. 28th, when it was decided to hold public installation services. Accordingly an able committee were appointed to make desirable preparation for the occasion, and I am happy to say they performed their duty well. We were greeted by a large crowd of Brothers' families and friends. Promptly at 7:30 o'clock our retiring Chief, Bro. D. M. Vining, announced from the rostrum the object of the meeting, in his usual pleasant manner, winding up by introducing your humble servant as installing officer, who then performed the pleasant duty to the best of his ability. Installation service having been completed, the next pleasant and agreeable performance was the partaking of an elegant array of refreshments which had been prepared by the committee, which was ample in quantity to satisfy all present and few cart loads left over. After all had fully satisfied the inner man, speech making was then indulged in for about two hours, and I am happy to say that many interesting points were given to the public in regard to the aims and objects of our noble Order, and all expressed themselves as being highly entertained and only wished that w

would hold our installation services a little oftener. I shall continue in the future, as I have in the past, a strong advocate of holding our installing services open to the public.

I can congratulate Atlanta Division upon the good judgment they have displayed in the selection of the officers to preside over their deliberations for the present year. Starting out as they do under the most favorable auspices, there seems to be no reason why they should not be able to turn over to their successors a live, living and prosperous Division as it is now. We are still moving upward and onward. We are still receiving new additions to our ranks at almost every meeting, and our Brothers are taking the insurance advantages, which goes to show they are looking after the interests of not only themselves but those who are dependent upon them.

Now in conclusion, let me admonish all members of insurance departments to use all your influence to bring in at least one member, and we will have done our duty.

Yours in P. F.,
J. H. LATIMER.

INTERNATIONAL DIVISION No. 48 }
DETROIT, Jan. 3, 1891. }

Editor Railway Conductor:

Permit me we have been laboring under a mistake regarding the use for which the CONDUCTOR was intended. Our impression was that its management would not permit the publication of one word that might reflect discredit on the Order or its members. We have with sincere regret read in the CONDUCTOR accusations made by a member who holds a high position, against another member who was less fortunate in sustaining his position than was the accuser. As I proceed, this unfortunate member will be known by the designation as No. 1, the accuser I shall call No. 2. It is unnecessary for us to repeat any of the language used by No. 2 against No. 1 as most of the readers of the CONDUCTOR are familiar with it. What we desire to say is that we consider it was entirely wrong for any member to use the CONDUCTOR for any such purpose.

So far as we can learn No. 1 has treated No. 2's accusations with silent contempt. While we are far from approving of some of No. 1's actions during his service to us, we certainly approve of the course he has taken in this matter.

Now, Mr. Editor and Brothers under whose notice this letter may come, we would wish you to express your opinion fully and without fear at St. Louis next May as to the constitutionality of No. 2's publications regarding No. 1, while No. 1 remained a member in good standing as we understand he does in Elmira Division. The aim and

object of every article in the CONDUCTOR should be to elevate the O. R. C. and the character of its members. What credit does it reflect, might I ask, upon a society with 16000 members for No. 2 to tell them, as well as the public at large, that one of their trusted chiefs was anything but good. Had No. 2, do you suppose, any good intentions in his mind towards the society when he tells you how unfaithfully No. 1 had acted while he was your servant. This No. 2 tells you when No. 1's services are no longer required.

What benefit did those 16000 members derive from the information imparted to them by No. 2 that No. 1 was as ignorant a man as was in the the society. This statement does not show that No. 2 was extra bright himself when it took him ten years to find this out.

Too much has been said in the CONDUCTOR already on this matter, therefore, we will do our saying when we reach St. Louis next May.

We will conclude by saying, however, that in the absence of any positive proof on which we can rely, we are inclined to give the accused the benefit of the doubt, besides this it appears strange to us that No. 2 should have withheld the accusation till a time when he supposed right enough that they would be treated with silent contempt. We sincerely hope that we will not have any reason to complain in the future about the CONDUCTOR being used for such purposes. When we visit St. Louis next May we will be glad to meet you Mr. Editor, and then we will give you our high opinion of Nos. 1 and 2.

Wishing you the compliments of the season we have the pleasure of remaining yours very truly in P. F.,

SMADAS.

TOPEKA, KANSAS, Jan. 8, 1891.

Editor Railway Conductor.

DEAR SIR AND BROTHER: After an absence of eight years, I return to the Atchison, Topeka & Santa Fé Railway, to find myself almost a stranger on my native heath, and in consequence feel a little timidity in writing anything from this division for publication; but being solicited by a number of Brothers, and deeming it an important duty of each division throughout this broad land to be occasionally heard from, I timidly undertake the task. You no doubt notice in all my letters, that I commence them with a sort of a prelude, introduction, or whatever you may choose to call it. I do not know whether I do this to screw up my courage to apologize for my bad spelling, from force of habit or from associations with a country fiddler, when a boy—but now being properly tuned up, I will endeavor to

enlighten the public as to the situation, on this road, the longest and greatest railroad in the world. As nearly every one knows we operate nearly ten thousand miles of railroad, which is, I think the best equipped, the finest managed, and the nicest place to work, in the world; in proof of this will simply state that this is the third time I have worked for them in the last twenty years.

You may add in connection with this (for the benefit of the young lady readers) that I am very much married, and quite gray.

This division has initiated several new members recently, among whom I am pleased to notice Dad Griffith, who graduated from the foot-board, where he stood the oldest, and perhaps the best engineer on the system. The writer knows whereof he speaks, as he rang the bell and helped Dad look out for cows many moons ago.

In looking among my co-laborers I notice many new faces, in fact very few old ones, and those changed so much that they are hard to recognize; notably among them are my old Division Superintendent as second vice-president and general manager, train master as general superintendent, several conductors as division superintendents, and a wild-eyed New Mexican brakeman as the gentlemanly and efficient clerk of our division superintendent. This division is in a healthy condition, yet from the number of crews running in and out of this place, is much smaller than it should be. This I do not think is through any lack of interest or efforts of the officers or members, but from the fact that our by-laws are so stringent that the minority of men running out here are not eligible for membership. The fact that at Emporia, sixty miles west of this place, a division of B. R. C. has been organized quite recently with a membership of thirty-six, will bear me out in this assertion; from personal knowledge, only a small majority of whom have run long enough to join us. Right here let me say that this is the first place I have ever met a B. R. C. man, and like most Southern men, formed the opinion that they were something akin to the anarchists, dynamiters, etc. On the contrary, I find them a very kind, gentlemanly lot of people, and that they hold down their positions, is proof positive that they are good railroad men, very different indeed from the impression one gets from their *Journal*. I must say that the personalities, bickerings, strife, mud-slinging, etc., that take up so much space in the different railway organization magazines is not very pleasant or instructive reading, nor do I believe it is to the best interests or meets the approbation of the rank and file of the army of workers, from whose bone and sinew they owe their birth. I am

pleased to note that our last publication contains very little of this trash, and hope the editor will continue to ignore all personal attacks, and by so doing spread harmony instead of strife, which in time should unite us all into one common mass, where no contention should ever arise. I should like to hear an expression from some of the members of Emporia Division B. R. C. in regard to this subject, in their next publication.

With kind wishes to all, I am

Yours in P. F.,

W. C. HALELTINE.

SALINA KAN. Jan. 8, 1891.

Editor Belknap:

I feel a sense of freedom in writing a word to you that perhaps may seem a little presuming to you yet the feeling prompting it will be found to be quite common to those who have felt a sense of dependence upon one whose superior qualifications makes him a desirable as well as an agreeable teacher. I allude to the fact that you were among the first to give me my first instructions in the art of using the "Armstrong" brakes on a passenger train while you were in charge of a run between Galesburg and Burlington in the fall of '66. This was my first season at the business and I assure you I often refer to it as among my most pleasant experiences in the business.

Almost twenty-five years of railroad life and still in the ring. I can hardly realize it and yet when I see my daughter (now 17) sitting here reading, I acknowledge the corn. My object in beginning this letter was not so much to review old acquaintance as to enter my protest to the idea of federation which has become a question of great interest to the Order, and which has brought forth opinions and suggestions from many an able pen, so able in fact that I do not feel that my poor efforts can have any possible weight; however, I feel so strongly impressed with the idea of maintaining our independence that I expect to receive some measure of consideration if I say a word in favor of it. I have been a member of the good old Order since '73 and in that time have seen it laboring in apparently a hopeless cause and have at times felt like condemning it as "no good" and yet I felt our principles were right and ought to win, and I am proud to know I did not desert the good old ship while in distress for I believe she has brought us from darkness to light.

I believe the American railway conductor is today in far better standing than ever before, with brighter prospects for the future than the most sanguine dare hope five or even two years ago, and I believe it is due more to the fact that we have shown that we were fair minded conservative gentlemen than to any dread or fear any rail-

road company or corporation have of us. We have accomplished a great deal, and to join hands with any other Order whose interests are only indirectly identical with our own would be to invite disaster. When we have federated with some one of the various Orders, if the occasion for a federation ever did exist it exists yet and our weakness is again apparent and further federation becomes necessary. What is the logical conclusion? Simply this, that to make federation effective it must include nearly everything that belongs to the transportation department of a railroad. What have you then? A machine so complicated and so full of conflicting interests that it is beyond control. After we have tried federation and failed (as fail I believe we would) what becomes of the bodies who have formed the federation? Why at sea without either rudder or compass, discouraged and without confidence in any one. This it seems to me must be the inevitable result of a policy which can have no other object than to display a numerical force for from the very nature of things, discipline must be absent. I believe the time has come when the display of force is entirely unnecessary on American railroads and I believe we can now and in the future obtain all the consideration we ought to expect through our own organization and with a great deal more satisfaction than if we had depended upon some other Order to help us. I believe the past year will bear me out in my opinion and for proof respectfully refer to the various schedules published in the CONDUCTOR as well as to many that have not been published. Now I contend that while we have accomplished so much with bright prospects before us it is suicidal to risk losing all we have gained in so many years of struggle by taking a step which has the element of possible good only and may result in disaster and lifelong regret. Bro. Belknap I hope you will excuse this rambling letter and blame my anxiety for the good of the Order more than my intent to impose upon you.

Yours in P. F.,

J. B. CALL.

Herrington Division No. 257

Editor Railway Conductor:

I have read the editorial in THE CONDUCTOR of December 15th, 1890, which appears under the heading "Time is Wasted," and I would like to say a few words with regard to federation—and in order that there may be no misunderstanding caused on the part of those who may chance to read this, I will say that I am not by any means opposed to federation, nor do I wish to wrongfully accuse the gentlemen who compose the Supreme

Council of the Federation of abusing or otherwise misusing the authority delegated to them by their respective organizations, and I hope the reader will not allow any prejudice to influence his opinions. The question of Federation is one of the most important that concerns railway employes at present, and I take it for granted that all have a right to freely discuss the question, and by so doing to bring to light any of its weak points, or to discover anything that may be of the slightest value or to the interest of all concerned. It may appear to some that I have made myself too inquisitive and have attempted to interfere with that which may be said by some to be none of my business. All are no doubt aware of the fact that there are some people who would rather not hear the truth too plainly stated, especially when it might seem to in any way impair their future prospects or to expose their ignorance to their fellowmen. Such people are generally endowed with a goodly amount of selfishness and afflicted with prejudiced and jealous dispositions; always fearing that some one other than themselves might possibly over-reach them and stand higher in the estimation of those who have the giving of "plums." Then is generally the time when such jealous persons would most wish to appear before you as Parnells and Gladstones, towering head and shoulders above everyone else. Human nature is deceiving and we have often failed to judge it correctly, and we are always liable to be found looking up to, and giving our heartiest support to men who are not always worthy of it, while on the other hand we are just as liable to be found refusing support to those who are most worthy.

In taking up the question of Federation I wish to direct your attention to the action of the Supreme Council, in the matter of the K. of L. and the New York Central strike. Feeling somewhat interested to know what action would be taken by the Supreme Council in the matter, I kept myself fully informed in regard to it; hunted up a copy of the constitution which governs the Federation and after carefully examining the laws as laid down in that constitution, I am obliged to say that I was indeed very much surprised at the final action taken by the Supreme Council and by their very feeble tender of sympathy to the K. of L. Shortly after came an explanation from the Council with regard to their action in the matter and setting forth the facts as they claimed to understand them, and finally saying that the constitution of the Federation was such as to prevent them from taking any part with the K. of L. in the strike. Now I fail to find in the constitution which I have at hand one single word therein which would or could have prevented the Federation from taking part in that

or any other strike of railway employes who are organized. I will admit that perhaps it may have been the original intention of the framers of the constitution to have had the necessary words inserted in the constitution which would have prevented them from taking part with the K. of L. or any other organization not included in the Federation, but as the constitution now reads, or at least as it did at the time in question, I think I am perfectly safe in saying that there is not one single word in it which could have in any way hindered the Supreme Council from taking part in the strike, and in proof of my assertion here made I quote the following:

"GRIEVANCES. Sec. 12. Any organization having a grievance against a railway company or corporation which it is unable to satisfactorily adjust, after having exhausted all means provided by its laws to that end, may, in the discretion of the chief executive, if he deems it a matter of sufficient importance, present the same for the consideration and action of the Supreme Council, as hereinafter provided."

Now, can there be found one single word in the above Sec. 12 which would prevent the Supreme Council from assisting the K. of L.? Sec. 13 reads as follows:

"No grievance shall be presented to the Supreme Council, nor shall that body be convened for the consideration thereof, until the organization having such grievance shall have decided to inaugurate a strike, and the chief executive has given his sanction thereto."

Is there a single word in the above which would prevent? Sec. 14 reads: "No strike of either a local or general character shall be inaugurated by any organization until the Supreme Council in meeting assembled shall have authorized the same; and any organization violating the provisions of this section shall upon conviction be punished as the Supreme Council may direct." Now where is there one word in the above Sec. 14 which prevents? The last eleven words in this Sec. 14 are better understood when placed in the form of a judge passing sentence upon a man for some very slight crime which he may have committed, and perhaps the judge might see fit not to impose any punishment at all.

Reader, I can safely say that there is not one word in the whole constitution which would have prevented the Supreme Council from taking part with the K. of L. in the strike. If there is one member of the Supreme Council that can point out one single word in its constitution, and which bears on its title page these words, "Adopted at the first annual session, held at Chicago, Ill., June 3, 4, 5 and 6, 1889," I say if he can point to even one single

word which would prevent them from taking part in a strike of any organization of railway employes, I would like to have him come forward and do so, so that myself and perhaps many others will be more enlightened on the matter. I do not hesitate to say that I think the Supreme Council did not do themselves and their respective constituency near the honor that they might have gained through that strike.

Did each and every member have in his possession a copy of the constitution, and if so why did they all have to go all the way to New York before they found out that the constitution would not allow them to take any part? "Too thin!" could there not have been a "colored gentleman" behind the scene? And could he have been playing any funny tricks? Well, I don't know about that, but if my information obtained from the daily press and from different railroad periodicals, is correct, I think that there are certain things that I and others ought to know, and one thing is this: why the B. of L. E. and the B. of L. F. got a raise of pay on the New York Central very shortly after the strike? I believe that Mr. George W. Howard is vice-president of the Supreme Council and is also a member of Div. 25, B. of L. E. It don't hardly look reasonable to say that Mr. Howard would or will forget to look out for the interest of the B. of L. E. as long as he can manage to pull one of the main strings in the Federation. And there is also another thing which I ought to know about: what can, may or might be done under Sec. 16 of their constitution. This Sec. 16 treats on balloting on the approval or disapproval of grievances, and if you will take the trouble to examine this Sec. 16 closely, you cannot fail to discover the fact that the chief officer of any one of the different organizations can, if he wishes to do so, "decide" the matter of approval or disapproval, himself alone and by his one single ballot. This, reader, I cannot compare to anything better than a one-man government, and you all know that such a government is a dangerous one for a people, because their interests might possibly be sold out in the interest of men who have capital.

I could, if time would permit, say a good deal more on this subject, but will at present leave it for others who are abler than

Yours truly,

A MEMBER.

CHICAGO, Jan. 9, 1891.

Editor Railway Conductor:

At election of officers of Chicago Division No. 1 O. R. C. Dec. 21 1890, the following Brothers were honored: F. S. Stimson, C. C.; J. H. Penfield, A. C. C.; C. L. Hungerford, S. and T.; E.

A. Sadd, S. C.; G. E. Sanford, J. C.; A. W. Connors, I. S.; Geo. Lone, O. S.; C. X. Smith, Del.; J. E. Curran, Alt. The executive committee's report shows Division No. 1 is in good condition and speaks very highly of the retiring officers, especially Bro. J. P. Esmay ex-S. and T. Division No. 1 has moved their headquarters from 82 W. Randolph street to 83 Madison street and has new and commodious quarters where the latch string is always out. Come and see us. We also have the most handsome man in the Order—his name is Bro. Chas. A. Loomis.

Yours in P. F.,
C. L. HUNGERFORD.

PHILADELPHIA, Dec. 22, 1890.

Editor Railway Conductor:

We held our annual election yesterday, with the following result: C. C., Wm. J. Maxwell; A. C. C., A. T. Jones; S. C., T. Stackhouse; J. C., M. J. Hackett; S. and T., Geo. W. Lewis; I. S., W. Nunnemaker; O. S.; C. B. French; Delegate, Geo. W. Brown; Alternate, O. J. Gallagher.

Yours truly in P. F.,
G. W. LEWIS,
S. and T. No. 162.

ST. LOUIS, Jan. 2, 1891.

Editor Railway Conductor:

The following committees have been appointed for the coming session of the Grand Division:

ON HOTELS AND ENTERTAINMENT.

R. E. Fitzgerald, Chairman; W. F. Lewis, Secretary; C. W. Turner, Div. No. 241; N. C. DePew, Div. No. 3; J. M. Babcock, Div. No. 3. Any request for information addressed to W. F. Lewis will be cheerfully answered.

ON TRANSPORTATION.

Joseph Flory, Chairman, J. C. Hooten, J. K. Merrifield, F. D. Hartel and Geo. B. Newland, all of Div. No. 3.

ON HALL FOR MEETING OF GRAND DIVISION.

Thos. C. Lindsay, Chairman, Div. No. 3; J. C. Hooten, J. R. Merrifield, Div. No. 3, D. O'Brien, Div. No. 60, R. E. Fitzgerald, Div. No. 3.

The following committee on entertainment, in addition to the regular standing committees, are appointed: V. P. Hart, Div. No. 60; Frank Meed, 60; Wm. Welch, 55; Wm. Beckley, 55; Ed. Fay, 30; H. S. Reardon, 89; D. R. Reynolds, 74; W. P. Sheshan, 206; J. L. Davis, 112; Samuel Paul, 49; A. J. Lee, 92; F. B. Cornelius, 78; Harry M. Mounts, 103; F. H. Willis, 81; G. W. Scott, 79; O. N. Marshall, 83; A. W. Dunsmore, 87; F. G. Gillett, 97; J. W. Morris, 101; W. H. DeWitt, 39; Ed. Mulligan, 188; R.

Heaton, 141; Frank Rice, 42; T. C. Laughlin, 89; Yank Hibbard, 103; C. H. Conklin, 3; J. H. Towne, 245; Richard Morgan, 135; C. N. Knowlton, 53; W. A. Reiman, 53; W. H. Churchill, 165; W. K. Maxwell, 161; J. B. Ritto, 131; H. B. Miller, 131; S. C. Payue, 153.

Respectfully yours in P. F.,
W. F. LEWIS,
1907½ So. Jefferson Ave.

TERRE HAUTE, IND., Dec. 21, 1890.

Editor Railway Conductor:

Terre Haute Division No. 92, at her annual election, elected the following officers: A. J. Lee, C. C.; J. W. Caskey, S. and T.; C. H. Arthur, A. C. C.; Samuel Flowers, Sen. C.; Alvin Harshman, Jun. C.; E. E. Birdsell, I. S.; J. J. Brannan, O. S.; L. L. Helmer, Delegate to Grand Convention; C. H. Arthur, Alternate; Trustees, A. J. Lee, J. H. Hardesty and L. L. Helmer; Division Com., J. W. Caskey, C. H. Arthur and A. J. Lee.

Yours truly in P. F.,
J. W. CASKEY.

DICKINSON, N. D., Jan. 5, 1891.

Editor Railway Conductor:

Much has been said in regard to a building for the Order and also a location for same. Would it not be better for us as an organization to think of enacting laws that would be more beneficial to the members and make the Order of Railway Conductors a thoroughly protective organization, something in the following order for instance: Enact laws so that in case of trouble on X. Y. Z. route that the conductors would have the moral and financial support of every member of the Order in good standing provided that the local and general grievance committee had exhausted all and every legitimate means to settle without ordering a strike. Such laws would if enacted be a great help to the conductors, and as great strides were made at Rochester in the eliminating of the strike clause it would be well to keep the ball rolling and let the good work go on. We cannot but view with alarm the pooling of railway properties and the time is not far distant when we will be compelled to either run or fight, and the only way to do is to prepare in time of peace and be ready when the war horse comes in sight. Something more, should in the opinion of the writer, be done and that is where members are discharged by the spotter system. Action in the courts should be brought at once and make corporations prove their allegations or else pay dearly for defamation of character. Let us hear from some other Brother and give us something better if you can. One word on Federation. While I may differ with members I am

still of the opinion that we should have a National Federation and I sincerely hope that there will be a majority of votes cast in favor of it at St. Louis in the next grand division meeting. Petty quarrels and bickerings with other organizations is something that I hope will pass away with Federation and perhaps we may be able to accomplish that which we have for years been laboring for. And we will gain credit and respect where heretofore we received nothing but kicks and cuffs. Do not say that railroad companies will frown on us and not listen to us if we become so radical, for when ever you can back a demand with such support, as the laws referred to and National Federation also, you will find that if such demand be within the bounds of reason it will be granted. If you think this worth publishing do so if not consign it to the waste basket and I will not complain.

ANON.

SPRINGFIELD, ILL., Jan. 10, 1891.

Editor Railway Conductor:

Lincoln Division No. 206 at its annual election in December elected the following officers: C. C., C. A. Webb; A. C. C., C. W. Cartles; S. and T., F. G. Schmitt; S. C., D. N. Lepper; J. C., J. H. Hunt; I. S., Chas. Snape; O. S., D. W. Sams; Del., Wm. Reilley; Alt., H. S. Castles; Trustee, Wm. Reilley.

On December 31 (New Year's Eve) the fourth annual ball and banquet of Division 206 was a grand success, two hundred and thirteen (213) were at the banquet and Col. Wiggins of the "Leland" did himself honor with such a feast. Passenger Conductor Commodore Wm. P. Sheehan attended the banquet and related to some of his friends how he got left on train 48 a few weeks ago. Bill is out of office for the first time in many years and he will get the much needed rest that he requires. Bro. John Knapp is running Frank Gould's run between Decatur and Moberly while Bro. Gould is attending to some important business in St. Louis. New members are coming into the division like hot cakes, our membership has increased nine in the past year and we have four more on the way. Bro. Austin has withdrawn and gone into Galesburg division; this makes the first member who has withdrawn from Lincoln division since its organization which speaks well for the love the Brothers have for "206." Our meetings are well attended and Bro. Webb takes hold of the gavel like a veteran, and every thing looks bright under his leadership. Bro. Reilley our delegate to St. Louis will surely be on hand to the annual meeting and we are satisfied that the interest of the whole Order will be protected by his voice as the representative of 206. Bro. H. S.

Cartles is still running the Springfield and Gilman accomodation on the I. C. while Bro. D. P. Harris runs the limited between Chicago and Springfield and I wish to state right here that although Bro. Harris is not a member of our division his presence is always noted at our meetings and he makes a useful visitor, as none are better posted in the work of the Order. Bro. Bland is running the accomodation between Springfield and Peoria on the J. S. E. Route and like Bro. Harris he is not one of our members but a regular and useful visitor for 206. Bros. Knox, Malley, Weems and Whiteley still hold down the Quincy runs while Bro. Morgan is on the Bluff's accomodation. Bro. J. J. Vascloncellos takes the Cannon Ball through in safety between Moberly and Decatur. Bro. Ryan keeps up the double between Bluffs and Hannibal and Bro. OBeire looks after the interests of the through passenger between Danville and St. Louis. On the new extension of the J. S. E. between Springfield and St. Louis. Bro. Kennedy of 74 and Bro. Corrigan of 206 do the useful work. In conclusion I will say and in my expression I think I voice the sentiments of all our members that we are well satisfied with the policy of our Order under the leadership of Bro. Clark and we will at all times co-operate with him and give him our assistance.

Yours in P. F.,

XIX.

READING, PA., Jan. 7, 1891.

Editor Railway Conductor:

It has been some time since the Brothers of our Order at large have heard anything from Division 229 located at Reading, Pa., "the Garden spot" in Pennsylvania. Nicolls Div. 229 is still alive and prospering notwithstanding the efforts that were made by the unscrupulous managers of the notorious Philadelphia & Reading Ry. company to wipe it out of existence. While it is true that that corporation succeeded in reducing our membership from 55 to 20 yet those 20 they cannot touch and the time is not far distant when the membership will be up to such a number as to make it as good a division as there is around this section.

Sunday Dec. 21 being election day we succeeded in placing the following Brothers: For C. C., George Brill who holds a position as train master on the Mahoney Division of the Lehigh Valley railway; A. C. C., Alex. Butler, one of the most popular passenger conductors on the same division; Sec. and Treas., James Bryan, whose services as secretary has been so satisfactory, that they sent him through a "whooping." The responsibility of introducing and examining strangers for the ensuing year fell on Bro. Smith as S. C., while his fellow townsmen and Bro. Cox was

elected to succeed our worthy Bro. Lynch as J. C. The inside gate will be looked after by one of the most promising Brothers of the division, Bro. Lockhardt, while the latch string will be in charge of Bro. Geiger, one of the ex-P. & R. men who was in a position (financially) to inform the P. & R. people he could live without employment from them, and to your humble servant was given the honor of representing the 229 at the next Grand Division and Bro Glenn from Delano, Pa., as alternate. It was without question one of the most spirited meetings in the history of 229, all questions that came before the division were taken up and disposed of in a business like way, all Brothers taking part in some proceeding or other that helped to make it a glorious success, and I have no doubt that the same spirit will help to enthuse new life in the division and will make it interesting to any Brother who may be present, and I take this opportunity to invite any Brother who happened to be around this section to stop in and see us and I'll guarantee we'll do our best to make him feel at home.

Yours in P. F.,
L. A. N.

Editor Conductor.

I commence my letter with a familiar sentence, changing one word to express correctly the present conditions:

"Southward the course of Empire takes its way."

In the beautiful city of Corpus Christi, Texas, ground has been broken for the first link in the great railroad enterprise which is destined to extend through Mexico and Central America, to and through our sister republics of the southern continent.

The great Pan American railway is a fact. The first division, extending from Corpus Christi, Texas, to Brownsville on the Rio Grande, is now in process of construction, and for its extension from Brownsville to its terminus on the southern coast, abundant means have been pledged and the co-operation of the governments interested has been assured.

Very gratifying to the Order of Railway Conductors will come the knowledge, that from their ranks has been selected the chief executive officer of this great enterprise.

Capt. William Davis, of San Antonio, Texas, conductor, train master and superintendent of Texas and Mexican roads, a worthy member of our Order, and a gentleman of great capacity and experience and better still, of sterling *honor*, has been appointed general superintendent of construction and operation, an appointment that reflects credit on our Order, and is an abundant guarantee to all who know Capt. Davis, or are

familiar with his career on the Southern Pacific or Mexican Central roads, that this road will be constructed and operated in all honesty and good faith.

Capt. Davis has just returned from the east where for the last thirty days he has been purchasing material.

His figures for the construction of the first division come well inside of ten thousand dollars per mile. This includes everything, grade, substantial bridges, depots and other buildings, sixty pound steel, and a first-class equipment, Baldwin engines, etc. How does this look these Hyropathic days.

While in the east Mr. Davis was in company with Col. Ropes and Capt. Armstrong, the projectors and managers of the enterprise, and met many of the leading American financiers and statesmen, as well as the representatives of the South American governments interested. Reciprocity was the word, and he comes back enthusiastic regarding the future of our relations with our friends to the south of us, and is strongly a young American and manifest destiny man. This in the best sense of word, believing not in political annexation, but in a conquest of civilization and humanity of commerce and friendship, that will bind us together for our mutual good.

In conclusion, the Pan American people are to be congratulated on securing the man, and the Order of Railway Conductors are to be congratulated on having the like in their ranks.

Score one more for the Texas nine.

TEXAS KICKER.

GALESBURG, Ill., Jan. 7, 1890.

Editor Conductor:

All aboard! Time is up. And Galesburg Division No. 83 starts out with the year 1891 manned by 91 members. Times are booming on the great Burlington route, and a more loyal set of O. R. C. men are hard to find in any division of the Order. Our officers for the ensuing year are selected from our most talented members, and I am free to say are second to none. If any Brother of the Order should chance to stop in our beautiful city he will always have the right hand of perpetual friendship extended to him, and his visit will be made one of pleasure and enjoyment.

While enjoying the comfort of home life this evening, I am in receipt of a letter from Bro. J. L. Bronson of Division 83, who is at present employed as conductor by the Ft. Worth & Denver City Railway Company. The Brothers of the Ft. Worth railway will find Brother Bronson one of the finest, and a man they don't meet every day. By the same mail I received a letter from J. Harvey Reno, who was formerly employed on

the Ft. Worth railway as conductor. Success to Harvey; he is deserving of the best.

As our worthy secretary will send you a list of our new force of officers, I will bid you adieu for the present.

Yours in P. F.,
E. O. WILLIAMS.

Federation.

TRENTON, MO., Jan. 5, 1891.

This very important subject is just now creating considerable discussion among the members of our Order. Will or will it not be adopted at our next Grand Division? As it now looks to me it will be adopted in some form and I for one surely hope it will be. But in what form it is hard to say. I am of the same opinion as Bro. Wilkins, that if the move is defeated at all it will be because the members cannot agree as to what kind of federation would be best for us.

Brothers, this is a serious matter. The members of the next Grand Division will be called upon to vote on the most important subject that ever came up for consideration, and I think it well for members of the Order to air their opinions through the CONDUCTOR on this most important of all moves.

We are just now becoming educated to our own wants and our own rights. Education is a great factor in all important moves, by it man will subdue the elements that have made him weak and by it alone will we finally come in to a federation that will be satisfactory not only to ourselves but to all railway employes connected with the movement of trains. The most highly educated railway officials of the present day have found it impossible to frame a set of rules that would thoroughly cover all important points. At their first meeting they had to frame them as they became educated to what was needed.

Just so with us in the matter of federation, we can't expect to pick up something that is perfect in every detail, but by paying close attention to the wants of every one, we can soon come to an understanding and an agreement that will be to the financial interest of every man connected with the movement of trains.

We stood alone in the dark until we gained the ill will of all other laboring men. When I look back now in my own mind to those past days, it is like reading a chapter in the dark ages when conductors went voluntarily before general managers and tendered their services to beat some poor devil that thought he was justified in striking.

Can we blame those people now for being a trifle weary of us? Place yourself in their position and then in ours and see how you feel.

But thank God we are becoming educated, a light has broken over us and I hope before another year rolls around we will be basking in the glad sunlight.

The aim of federation is not to strike but to avoid strikes. It is to get the men, while still working separately, virtually under our head so that your interests are my interests and every man his brother's keeper.

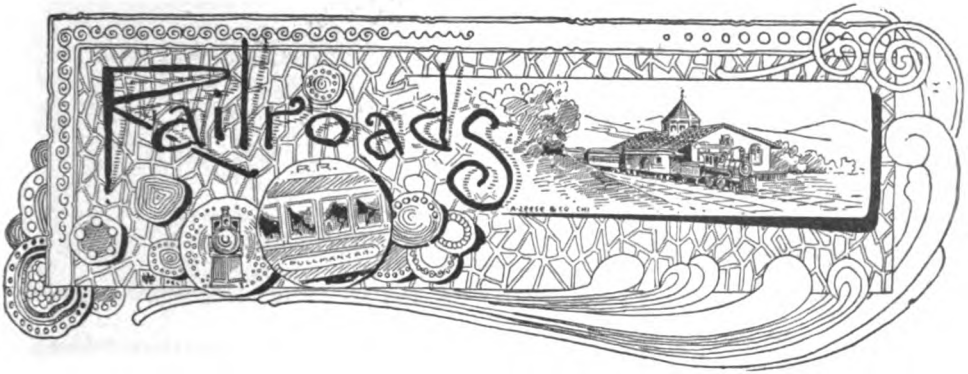
How many strikes would there have been in the past ten years if all the railway employes had been federated? I answer emphatically, none.

One Order could not strike and expect any support from the rest unless the strike was sanctioned by the entire body.

I venture the assertion that there is not a railway president in America today but would right any wrong that was presented to him by a federated board, even though he had to remove his general manager to do so. But would he do so if some one of our Orders should present the claim? He might but I hardly think so. What kind of federation is best for us, national or system? I at one time favored system federation but I have been educated to think differently. If system federation is good enough, why would not system O. R. C. or system B., of L. E. or B. of L. F. be good enough? It looks simple to me, we must have a head, not a system head but a national head, I don't want to be an Order man just on the Rock Island railway, I want to be an Order man on any road in America. I would have to have some one to look after my interests, why not just as well have the same one look after your interest and save that expense? When we are nationally federated we are also system federated but when we are system federated we are not nationally federated. Three of the orders have already formed a national federation and the doors are open for us to come in. Why wait longer; let us join with them and cancel our obligation to the old Order from which we derived our being and prepare with them to enter upon the promised enjoyments of a divine day.

"When the war drum throbs no longer
And the battle flags are furled
In the parliment of man
The federation of the world."

THEO. HEWES.



Fifty Miles Per Hour.

A correspondent asks if there is a train in the United States that has a scheduled time of fifty miles per hour or more, for fifty miles or over, and to the inquiry we answer, yes, there is, and though we know of but one, there may be others. Train No. 19, on the New York Division of the Pennsylvania leaves Jersey City at 4:13 and arrives at Philadelphia at 6:05, making two stops; the distance is 89.76 miles though it is usually called 90 miles. The running time of this train including the time consumed in the stops is 112 minutes which is almost forty-eight miles per hour; it runs from Jersey City to Trenton without a stop, the distance being 55.75 miles, in 64 minutes, the arriving time being 5:17, which is a speed of about 52 miles per hour. There are several other trains that make this run from Jersey City to Philadelphia in about two hours, the majority exceeding two hours by from two to ten minutes; the limited making no stops at all makes it in one hour and fifty-nine minutes, or seven minutes more than No. 19 which makes two stops, while No. 43 also making two stops uses one hour and fifty-seven minutes. Trains frequently exceed sixty miles per hour, and it is likely that it is necessary for the above trains to do so daily to make their schedule time, though the one train noted above is the only one that we know of where the schedule time is fifty miles per hour for a long distance. Some ten years ago, the statement was made that engines were in process of construction for both the Pennsylvania and the Bound Brook route, that would enable the schedule time to be made sixty miles per hour, the assertion being made that both roads would have trains in the near future that would make the ninety miles in ninety minutes. They have not yet been placed on the schedule.

The B. & O. has several trains whose schedule time between Washington and Baltimore is forty-five minutes, which is forty miles at the rate of

fifty-four miles per hour. The fastest schedule time for any distance that we know of, is on the B. & O., where the time of the "Royal Blue" is, for a distance of a little over three miles, at the rate of seventy-two miles per hour, and it is made too.

In a Great Depot at Night.

The scene now presented—a minute and more after the time when "No. 47" should have been under way—was characteristically American, for nowhere else in the world is quite its like to be found. The huge arched station (so large that, numerous as were the hard, clear, powerful electric lights, there still were left many areas of gloom) echoed and re-echoed with multitudinous sounds, and, closing your eyes, you might almost have imagined yourself in an asylum for demented noises, the air was burdened with the sustained uproar, distressed by such brazen clangor, torn by so many a wild shriek. The gleaming steel rails banded the broad, boarded space, stretching in innumerable lines far across to the opposite wall; now running with the parallel exactness of a copy-book; now crossing and re-crossing each other in what seems inextricable confusion. Long strings of cars, their windows all aglow, stood here or there—just arrived, or just on the point of leaving—this train "in," after having run all day along the shores of the great lakes; that ready to plunge into the dark Pennsylvania forests, and hurry away, perhaps, past some flaming oil-well into the more distant coal-fields. People swarmed everywhere—passengers and employés, baggage-men, brakemen, and express-men. Heavy trucks, overloaded with luggage, were wildly trundled through the place; small iron carriages, piled high with mail-bags were recklessly rolled past; and in and out darted the bearers of flaming torches that cast a wild glare about them as they moved, who, with long-handled hammers tested the car-wheels with ringing blows. And away in the distance, where the immense, arched opening of the station permitted a glimpse of the darkness beyond, gleamed innumerable lights—green, red, and orange—some stationary and arranged in complex designs, others swinging in eccentric circles, or flitting like the *ignes fatui* of swamp-lands, along the ground, now appearing and now disappearing. —*Scribner.*



NEWARK, O., Jan. 15, 1890.

Editor Railway Conductor:

Newark Division No. 7, which was organized Nov. 15 under the instructions of Mrs. Charles Ragon, of Columbus, and her staff of officers, is booming. Following is the list of officers: President, Mrs. John Doyle; Vice-President, Mrs. M. Shafer; S. and T., Mrs. J. W. Perry; Senior Sister, Mrs. Geo. Busch; Junior Sister, Mrs. G. W. Taylor; Guard, Mrs. William Lamb; Senior Member Executive Committee, Mrs. O. M. Harrison; Delegate, Mrs. W. C. Smith; Alternate, Mrs. John Doyle.

November 28, 1890, a supper was given at the City Hall, which was a decided success, over sixty dollars clear profit being realized. Taking into consideration that the Auxiliary was only a couple of weeks old at the time, we think it was doing very well.

Tuesday evening, January 6, 1891, a social was held at the residence of the popular president, Mrs. John Doyle. All who were present unite in pronouncing it a most enjoyable affair.

P. S. The ladies think that they could do much better if their husbands' would only mind their own business. If there is any necessity for a called meeting, it will be called without any assistance from them.

Yours in P. F.,

MRS. GEORGE BUSCH.

PHILADELPHIA, Dec. 28, 1890.

Editor Railway Conductor.

It has been some time since Erickson Division No. 5, L. A. to O. R. C. have occupied any of your valuable space in the ladies department. We wish, therefore, to remind all interested in the Ladies Auxiliary's that we are still in existence and prospering, as we are taking in new members right along. We have four to go in our next meeting day, and have more propositions.

I do not think the Banner division is far ahead of Erickson Division, as we now have forty members. We have read with interest the accounts of Banner division and pleased to see there is

one auxiliary that are active workers. Where are our other sister divisions? We would like to hear from them through the journal.

At our last regular meeting we elected our officers for the ensuing year, which are as follows; President, Mrs. C. L. Springer; Vice-President, Mrs. B. F. Wiltse; Secretary and Treasurer, Mrs. A. H. McCauley; Senior Sister, Mrs. Wm. Bingham; Junior Sister, Mrs. Geo. Filby; Guard, Mrs. Geo. Brown; Delegate, Mrs. M. Moor; Alternate, Mrs. B. F. Wiltse; Corresponding Secretary, Mrs. B. F. Wiltse. Having again elected Sister McCauley secretary for the third term of office, it shows the interest she takes in our division, and I can assure her we fully appreciate it.

At our last meeting day we received an invitation from West Philadelphia Division 162 to be present at their installation of officers, and which was kindly accepted, and all went that possibly could, and there was quite a number of our members present. Mr. A. H. McCauley presented the ladies, in behalf of Division 162, a beautiful card of thanks, handsomely framed, for assisting at their anniversary. Mr. A. Ludlow, of Camden Division 170, received it in behalf of Erickson Division No. 5 with a few appropriate remarks.

A few more days and the old year will have gone. Before we close the volume of 1890, permit us to take a retrospect of the past, as there are many things memory will want to dwell upon if the thoughts were only in keeping with life's brightest uses it would fill our lives with a deeper and better meeting if at the end of each year we would lay up in the archives of the past volume a record of our thoughts and actions in which no erasures can be made, and as the new year comes in, pause, and reflect for one moment, looking back over the past, recall to mind if by living it over you could better it, and if so, you profit by the experience of the past, and live a more useful one if possible the incoming year.

Wishing all the readers of THE CONDUCTOR a happy New Year.

Yours in F. F.,

MRS. B. F. WILTSE.



Conductor and Passenger—Carrying Past Destination.

The most trying duty of the railway conductor, and the one requiring more skill and greater strength of memory coupled with an unusual judgment of human kind is, that of receiving and discharging passengers. Gateways situated at the more populous stations have largely removed the care formerly incumbent upon train men, but the duty and liability of a conductor to correctly and safely deposit or discharge his passengers along the line of road requires diligent, courteous, careful and sometimes gallant service. Any slight upon the part of the carrier through the agency of their conductors is universally construed by the traveling public as nearing the border line of negligence and thus the groundwork for damages is at once prepared. It is just, that the modern law of carriers should be sufficiently severe to commend practical railroading, but the whims and caprices of the modern traveler are too numerous to be safely hedged about by any given set of rules which conductors are instructed to follow. The contract of carriage is usually evidenced by a ticket from post to destination, and anything short or anything beyond the designated point is considered a breach. But there is nothing so plain as example and we shall append a number of cases where damages were sought by reason of alleged wrongful service.

A man and wife attempted to leave a train from the rear platform of the car, but were prevented from doing so on account of a throng getting on, they were carried beyond and returned by the next train. The court held that no damages could be assessed on account of their failure to be discharged, but were entitled to compensatory damages for time and fare expended upon the return trips.

Railroad Co. vs. Gill, Miss. 5 So. Rep. 393.

But where a woman presented her ticket, and and there was evidence that she was carried beyond her station without stopping; that plaintiff ask to be put off, but the conductor refused, offering to take her to the next station; that she got

off between stations unassisted by the conductor, who was gruff and insulting; that she walked back a mile carrying luggage through an uninhabited country, resulting in excitement and sickness. The conductor, brakeman and others denied the story. Said the train was stopped sixty yards from the station only. But the court decided that \$3,000 was necessary to repair the wrong of the conductor and the breach of the carrier.

R. R. Co., vs. Ballau, Ky. S. C., 2 L. R. A. 694.

Where a mother and two children testified that they were on the alert at their place of destination, but that the train did not stop long enough for them to leave it. They were carried beyond according to their testimony, a distance of a mile, while the conductor and train men said the distance was not over two hundred and fifty yards. The conductor neglected to instruct her as to the difficulty of walking back, and insisted that it was her duty to go on to the next station. The court ruled that she was under no obligations to go to the next station and was entitled to damages.

R. R. Co. vs. Crispi, Tex. S. C. 11 S. W. R. 187.

Where a lady passenger carried past her destination testified that she was sick, and had secured the promise of the conductor to discharge her at her station; and that she did not hear the station called. The conductor denied the conversation and promise and the porter declared he called the station. It was in evidence that she was addicted to morphine and was in a stupor. *Held*, that the evidence would not support a recovery.

Tillery vs. Bond, 38 Fed. R. 825.

A conductor is not justifiable in giving a passenger little or no attention because he is riding on a freight train contrary to rules. And where a passenger riding in a caboose by consent of such agent, it cannot be said that the conductor owed him no duty regarding his discharge at his destination, and for negligence the carrier is responsible. *Whitehead vs. R. R.* Mo. S. C. 11 S. W. Rep. 751. It matters not that the passenger was riding free ordinary care is still exacted of the Company's Servant. *Id.*

The general rule of law is that when a passenger is negligently carried beyond his station, and when he had a right to be let off, he can recover compensation for inconvenience, time and labor of traveling back because they are direct consequences of the conductor's wrong to him. Yet courts have charged that it is carelessness upon the part of conductors to notify passengers of their approach to the station at which they mean to get off, so that they may prepare to leave with as little delay as possible when the train stops, because such notice has often occasioned passengers to leap from the train when fears were entertained of their being carried past. This charge and ruling, however, has been denounced as erroneous by a majority of respectable courts while many states have special statutes defining the duty of train men as to the announcing of stations approached and the proper discharge of passengers. But a premature calling of a station, if it induce the passenger to attempt to alight from the train, before it has stopped, whereby he suffers damage, will render the company responsible,

R. R. Co. vs. Holbrook. 26 Law T. 377.

In Mississippi the general practice of railway conductors is to notify their passengers personally to leave at the next station as their respective destinations are approached. And the court added: "If conductors were held bound as they should be, to give clear informations to all passengers, when and where to leave the cars, the passengers themselves would feel less anxiety, and fatal accidents in consequence, and the carrying of passengers past their destination, would not be likely to occur as they sometimes do."

See *R. R. Co. vs. Kendrick* 40 Miss. 374.

Scalper's Ticket—Validity of—Transferable.

Action to recover damages. The evidence showed that defendant during the month of August, 1888, issued certain excursion tickets from Detroit, Michigan, to Minneapolis and return. Plaintiff purchased the return stub of a Minneapolis broker, and took passage on defendant's train from Minneapolis to Detroit. The conductor refused to accept this ticket and plaintiff was forced to leave the train. The trial court resulted adversely to plaintiff and he appealed.

Held, That a round-trip ticket used by a pur-

chaser in going to the station named, and then sold and transferred, no restriction appearing, is valid in the hands of the holder and entitles him to a return passage subject to the prescribed limitations as to time, etc., and actual damages may be collected from the carrier for its refusal to carry the holder.

Carsten vs. Northern Pacific R'y Co., Minn. S. C. Nov. 7, 1890.

Railway Service—Negligence—Passenger—Free Pass—Compromise—Incapacity.

On an appeal from a judgment this court

Holds, 1. That a common carrier is subject to the same liability for injuries resulting from its negligence, to a person riding on a free pass, as they are to those who pay full fare.

2. Where one injured in a railroad accident signed and executed a receipt and release in settlement and satisfaction for all damages, the consideration for which was paid to another for him, but which compromise he afterwards disaffirmed, and refused to accept the consideration, claiming to have been mentally incapable at the time the compromise was made by reason of his injuries. Such release will not bar a recovery for the injury sustained.

3. It cannot be said as a matter of law, that due care is exercised by the conductor and management in running trains up a steep grade, on a curved track, where one train could not be seen from the other—with no greater intervals than eight minutes between them.

Judgment affirmed.

L., A. & C. R'y Co. vs. Taylor, Ind. S. C. Nov. 12, 1890.

Employment of Surgeon—Liability for Services.

In a suit to recover for the value of services rendered by a surgeon, to one injured by a train it is

Held, That a conductor under advice of the superintendent of the company, is presumed to possess authority to employ a surgeon to attend to a person injured by a train of the company, and the company, instead of the conductor who called the surgeon, is liable for the services rendered by the surgeon.

C., I., St. L. & C. R'y Co. vs. Davis, Ind. S. C. Nov. 15, 1890.



WILMINGTON, Del., Jan. 10, 1891.

WHEREAS, The Grand Chief Conductor of the Universe has allowed the death angel to enter the home of our beloved Brother, Wm. J. Johnson, and bear away his infant daughter, Margaret, aged eleven months who died of pneumonia on the 27 day of December, 1890; therefore,

Resolved, That we the Brothers of Div. 224, O. R. C. hereby express to Bro. Johnson and his wife our heartfelt sympathy in their bereavement.

Resolved, That while we know the loneliness and sorrow that will come to their home on account of the absence of the bright little one we remind them that the good Shepherd has taken the little lamb into his bosom and will keep it safe from all harm. May the Holy Spirit so assist them to bear the affliction that they may be able to say

God forbids her longer stay

God recalls the precious loan

God hath taken her away

From our bosom to His own;

Surely what He wills is best

Happy in His will we rest.

S. T. PARKER, }
F. J. BOYLAN, } Committee.
A. B. DANCE. }

At a meeting of Lackawanna Division, No. 12, O. R. C., the following letter of condolence was ordered to be sent to Brother William Warfel, jr.

DEAR SIR AND BROTHER:—If any consolation can be offered under so heavy an affliction as you have just experienced it must come from a higher power. Your own strong sense of religion and of the duty of resignation to a power that is beyond our control and a will that is ever beneficently directed toward our good must uphold you in the most bitter trial. We well know how painful the well-meant but often mistaken officiousness of friends may be on such occasions, or we should have hastened to your assistance. The subject is painful to us; but we sincerely hope your wife is in the enjoyment of an everlasting happiness, such as you could not have given to her on earth; we hope that you will support your spirit both for your own and your family's sake and look forward to that brighter and happier world in which we

shall go to those who cannot return to us. God comfort and console you, is the wish of Lackawanna Division No. 12, O. R. C.

M. DEVANY, }
A. H. MASTERS, } Committee.
J. J. FARRELL, }

ST. PAUL, MINN., Jan. 18, 1891.

Editor Railway Conductor:

At a regular meeting of St. Paul Division No. 40, the following resolutions were adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe, to remove from our midst our worthy Brother, John S. Milan,

Resolved, That in this dispensation of Divine Providence, the Order of Railway Conductors have lost a wise conductor, and the division one of its most earnest and respected members; and that the wife of our Brother has been called upon to mourn the loss of a loving and affectionate husband.

Resolved, That we the members of St. Paul Division No. 40, desire to show our esteem and respect to our departed Brother, and that we tender our sympathy to the sorrowing widow and friends.

Resolved, That a copy of these resolutions be published in THE RAILWAY CONDUCTOR, and also a copy be sent to the widow of our deceased Brother.

J. H. O'NEIL, }
T. E. LEONARD, } Committee.
M. N. GOSS. }

HANNIBAL, MO., Jan. 4, 1891.

WHEREAS, It has pleased the Almighty God, the Grand Chief Conductor of the Universe, to remove from our midst, by violent death, our worthy Brother, A. Michaels, who was killed at Peoria, Ill., on December 23, therefore, be it

Resolved, That Hannibal Division No. 39, has lost an earnest and worthy member, and his mourning family are deprived of a kind and loving husband and father; further,

Resolved, That we extend to his bereaved wife and family the heartfelt sympathy of each and every member of this division, and we trust that He who has promised to be a Father to all will console and comfort them in their great sorrow; further,

Resolved, That we extend our warmest thanks to Division 79, Peoria, Ill., for their kind and efficient action at the death of Bro. Michaels; further,

Resolved, That our charter be draped in mourning for a period of thirty days. And be it further

Resolved, That a copy of these resolutions be sent to the bereaved family, to Division 79 of Peoria, Ill., and be published in THE CONDUCTOR.

W. L. HANCE,
J. B. MIDDLETON, } Committee.
F. A. MALOY.

At a meeting of Lackawanna Division No. 12 O. R. C. held in their Hall December 14, 1890, the following resolutions were adopted:

WHEREAS, It has pleased the Almighty Ruler of the Universe, to remove from our midst by death our beloved Brother, William Tresler, who by his unassuming and quiet manner had endeared himself to us all. Therefore, be it

Resolved, That in the death of Bro. Wm. Tresler, we have lost a true and worthy member of the Order.

Resolved, That we extend our sincere sympathy to the bereaved family of our Brother and commend them to Him who doeth all things for the best, though they seem to us sometimes hard.

Resolved, That these resolutions be spread upon the minutes of our division and a copy sent to the friends of our deceased Brother, also to THE RAILWAY CONDUCTOR, and for publication in the Scranton papers.

Resolved, That being desirous of showing our respect for the memory of the deceased Brother, Wm. Tresler, it is ordered that our charter be draped in mourning during the next thirty days.

M. DEVANY,
A. H. MASTERS, } Committee.
J. J. FARRELL.

At a regular meeting of Bellevue Div. 134, O. R. C., the following preamble and resolutions were adopted upon the death of Bro. Byron Alonzo Gage, who was instantly killed at Cleveland, O., on the N. Y., C. & St. L. R. R., Dec. 17, 1890, while in the discharge of his duty:

WHEREAS, It has been the will of Almighty God, the Grand Chief Conductor of all the Universe, to remove from our midst our worthy and beloved Brother, Byron Alonzo Gage, therefore, be it

Resolved, That we, the members of Bellevue Div. 134, O. R. C., desire to offer our tribute of respect to our departed Brother and tender our sympathy to his bereaved wife and commend her

to Him who has promised to be a shield and support to the afflicted.

Resolved, That our charter be draped in mourning for thirty days in memory of our departed Brother.

Resolved, That these resolutions be spread upon the minutes of our Division, that an engrossed copy be sent to the sorrowing widow with the seal of the Division, also a copy be sent to the RAILWAY CONDUCTOR for publication.

F. C. FESS,
G. W. MARTIN, } Committee.
M. D. HUGHEY.

At a regular meeting of Boston Division, No. 122, Order of Railway Conductors, held Sunday Dec. 21, 1890, the following preamble and resolutions were unanimously adopted:

WHEREAS, It has pleased the Supreme Conductor of the Universe to remove from our midst our beloved Brother, F. L. Hendry, by sudden death Nov. 19, 1890. Therefore, be it

Resolved, While we bow to the will of the Supreme Conductor we none the less mourn the loss.

Resolved, That we extend our heartfelt sympathy to the bereaved widow and relatives of the late Brother.

Resolved, That a copy of these resolutions be sent to the widow.

Resolved, That these resolutions be spread on the minutes of this division.

Resolved, That a copy be sent to THE CONDUCTOR for publication.

JOHN H. FITZGERALD } Committee
F. E. HILL
R. A. MURRAY.

At a special meeting of Bellevue Div. 134, Order of Railway Conductors, held in their Division rooms at Bellevue, Dec. 21st, 1890, the following vote of thanks was unanimously adopted. That the members of this Division feel grateful and wish to extend their heartfelt thanks to Bellevue Division 447 of B. of L. E., for the sympathy shown in the death of our deceased Brother, Byron A. Gage, by attending the funeral in a body. We believe such acts will have a greater tendency, than any thing else, in binding the two great Orders together in love and harmony.

Resolved, That these resolutions be spread on the minutes of our Division, a copy sent to Div. 447, B. of L. E., also published in our city papers and THE RAILWAY CONDUCTOR.

F. C. FESS,
G. W. MARTIN, } Committee.
M. D. HUGHEY.

The Secretary of Fisher's Peak Division No. 247, wishes to hear from F. E. Johnson and James Gregory, members of that division.

The jurisdiction of K. H. Wade, general manager of the Santa Fé lines in California, has been extended over the A. & P. to Albuquerque, N. M.

We regret very much to learn of the serious illness of Bro. Frank Arrowsmith, who is employed as passenger conductor on the C. & E. He is now convalescent and expects to be ready for duty soon.

Brother Geo. E. Hunt, 502 N. West street, Kalamazoo, Mich., has some back numbers of THE CONDUCTOR, and will be glad to supply any Brother who will write him, with any number that he has.

Bro. J. T. Jones wishes to find Bro. Frank Chamberlain. Will Frank please write Bro. Jones, addressing him care St. Vincent Hospital, where he is laid up with a fractured leg. We regret to note Bro. Jones' mishap and hope his recovery will be speedy.

Ye editor is in receipt of an invitation accompanied by a complimentary ticket to the grand ball and banquet that is to be given February 4 by Lone Star Division No. 53, the arrangements for which are in charge of a committee whose names guarantee that they will be well made and that the ball will be a success. The only Garretson is one of the floor directors.

A late issue of the Chicago *Herald* notes the fact that the Brotherhood Home, lately instituted in that city, has received several inmates. The same paper also notes that the furniture for the Home was donated by Messrs. Moore Brothers, while Messrs. M. A. Richardson & Co. donated the cooking apparatus. Railway employes in Chicago should remember these two firms. The Home depends entirely upon contributions for its support. Its officers receive no salary and the incorporators are all well-known business men. The

Home has received the endorsement of many of the different associations and their officers, and we believe it worthy of support.

We are again compelled to hold over much interesting matter from division correspondents and sincerely wish THE CONDUCTOR was large enough to contain all. We hope soon to give the legal department more regularly than we have in the recent past.

At the union meeting held in Indianapolis January 18, the following was adopted:

Resolved. That it is the sense of this union meeting of the Order of Railway Conductors that any reduction of the passenger rates is detrimental to the best interests of railway employes and that the Order of Railway Conductors is opposed to it.

The officers of the St. Paul claim that no reduction has been made in the salaries of the agents and operators, but that their pay has been "equalized." The operator, who, up to December 10th, supposed that his pay was forty-five dollars per month, and then received notice that it was only forty, and that the "equalization" took effect ten days before he was notified of it, prefers a straight reduction, and meantime asks the powers that be, to cite a single instance where the "equalization" has resulted in anything but a decrease in pay.

Mrs. Wright, widow of our late Bro. John Wright, of DeSoto Division No. 241, wishes to return thanks to members of that division particularly and of the Order generally, the former for their aid and assistance and for arranging for a raffle in her behalf, and the latter for their fraternal patronage of the same for her benefit. Our good Bro. W. H. Scholes of Mobile, Alabama, who is well known by those who have attended recent Grand Divisions, held ticket No. 925, which won the watch, and no one will envy him his good fortune, while all have the satisfaction of knowing they have materially aided a worthy cause.

The headquarters of Bro. S. L. Boyer, formerly of the Colorado Midland and a member of 244 at Colorado Springs, is now Buenaventura, C. A., where he is superintendent of construction of the Cauca railroad, which is intended to make a link in the great Pan-American railroad scheme.

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Under date of January 1, Mr. Head of the Valley Railway, announces the appointment of Brother O. N. Pomeroy to the position of general yard master in Cleveland. Mr. F. E. Squires takes the place of night yard master vacated by Brother Pomeroy's promotion. Newt has many friends who will be pleased to learn of his success.

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The first annual ball of Valley City Division No. 58 occurred January 22 and was a pronounced success. Mine host Chase, of the Clifton, provided the banquet and in rigid compliance with Iowa law, gave an Iowa wine list on the *menu*, as follows: Spring Water, Slough Water, Cedar River Water, Hot and Cold Water and Cedar Rapids Water.

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It is reported to the railway commission of Iowa from Anamosa, that the St. Paul company have directed their agents to notify citizens of towns in sympathy with the striking operators, that unless they change their sentiments, the stations at such places will be permanently closed. Of course, this is an idle threat and the stations will not be permanently closed.

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Under date of January 14, we are advised by the chairman of the Executive Committee that Bro. N. Decker is appointed G. O. S. to fill the vacancy caused by the death of Bro. Butler. Bro. Decker is widely and favorably known, has been a member of the last three Grand Divisions, and his selection by the committee will meet the approbation of every member of the Order.

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January 27th, the members of Keystone State Division No. 32, one of the old reliable divisions of the Order and composed of many of the old reliable members, in company with many of their friends, enjoyed an exceedingly pleasant evening at their annual ball. THE CONDUCTOR was remembered as usual, but unable to be present, we passed the evening envying those more fortunate.

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When the St. Paul has been "a little short," heretofore, it has "equalized" by retaining twenty-five dollars from the pay of some of its conductors, giving the excuse that their "reports were not satisfactory." It has now added to that source of income by "equalizing" the pay of operators and agents. This source of revenue is entirely different from Tennyson's Brook; it will *not* "go on forever."

Bro. Jas. O'Neill of Division No. 34, Boone, Iowa, and employed as conductor on the North-western, was brutally murdered by a tramp on the 22d inst. Three tramps got on the train and Bro. O'Neill went to look for them; as he was in the act of climbing into a freight car one of them shot him with a shot gun that had been stolen by them a short time previous. It is rumored that the murderers have been found but the rumor is not confirmed at this writing.

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Have members of the Order, and particularly those in New York, noted the report of the State Board of Arbitration on the recent N. Y. C. strike, and are railway employes generally and in that state particularly, willing to submit to the slavery recommended by that report simply because one organization entered upon a hasty and ill-considered strike? We shall quote from this report and comment further thereon as soon as space permits; meantime, all employes in New York should not neglect what is being done at Albany.

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Four divisions of the Order were organized on the 18th of January, located at South Kaukauna, Wis., Waukesha, Wis., Van Buren, Ark., and Marion, Iowa, respectively, and about a dozen other places are impatiently waiting until the officers can get to them. January 21 Bro. Garretson organized at Dickinson, N. D., and on the 25th at Glasgow, Montana. With an average of net gain in membership of 140 per month, "the rotten old hulk" don't seem to be so completely waterlogged but that it will survive for a few days yet, at least.

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Brother B. F. Smith of Shelbyville, Tenn., a Noble of the Mystic Shrine, who has made the weary pilgrimage, crossed the white sands of the desert, and now receives the reward of the faithful, has our sincere thanks for an invitation to participate with Alhambra Temple, Oasis of Nashville, in the festival of Noah leaving the Ark, which is to occur on Yom Allatneyn Moharrum 19, Hejira 1309, and assist in welcoming those pilgrims who may, on this occasion, pass the perils of the desert and arrive at the oasis in safety.

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The strike of the operators and agents of the St. Paul proved a failure at first, on account of the fact that only a small proportion of them went out, though a number have quit since the strike commenced and it is said that more are quitting all the time. Public sentiment is unanimously with the employes and in several places in Iowa those who have taken the places of the old men, have been compelled to leave town, because of inability to get food or lodging. The

company closed the stations and have been ordered by the railway commission to re-open them, which is a matter of encouragement to the strikers.

.

Compelled to omit our usual exchange mentions, we wish to note here that the *Trainmen's Journal* for January, though a little late, owing to the labor of preparing their own printing office, comes to us so improved that no one will complain of the delay. This January number is a splendid specimen of the typographical art and contains as a frontispiece, an excellent half-tone engraving of Grand Secretary Sheahan. The boys have adopted for their office, the title of the "Brotherhood Steam Print," solicit job printing and promise first-class work at reasonable prices.

.

And now comes a bill in the Illinois legislature making it a crime for any person to leave the service of his employer without giving two weeks' notice. We have not yet noted that any bill has been introduced making it unlawful for a corporation to reduce the pay of its employes without giving them notice of such reduction until after it is made to take effect. It is not likely that any such legislation can be enacted in Illinois with the present legislature, but railway employes there should not neglect their own interests and permit adverse legislation to be adopted in default of opposition on their part.

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The Illinois Central railroad is to be placed under the ban of the "collectors" in a few days. This system of collector and conductor on the same train has been worked on the Milwaukee line for the past year or two. It reflects on the conductor's honesty and has a tendency to make him dishonest.—Cedar Rapids *Republican*.

Seldom is more truth contained in fewer words than is contained in the last sentence above. We cannot, however, credit the report that, under the management of Mr. Harrahan, the Illinois Central will do anything of the kind.

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The St. Paul company can afford to pay its collectors \$125 per month and their expenses and six to ten dollars per day and expenses to eight or ten "special agents" to watch the collectors, (who are "all honorable men,") but it must "equalize" the cost by cutting down its operators and agents. Meantime, some of the collectors have been dismissed on charges more serious than the St. Paul has ever made against its conductors, and some of the former Santa Fé collectors are "doing time" for the state, while no conductor has ever been convicted of dishonesty in a court, every attempt resulting as did that of the O. & M. against Marshall Lafferty.

"There is no union here of—
That finds not here an end."

December 2nd, the representatives of forty-eight roads met in Chicago and formed an agreement not to issue passes, cutting off even employes of other roads and appointing a committee to watch the matter and see that the agreement was kept.* The Santa Fé recently gave notice of its withdrawal from the compact, alleging that it had discovered that some of its competitors were violating it, and in consequence of the withdrawal, the "union" goes to pieces and those who, since January, have been cut off from privileges, heretofore enjoyed, are now happy.

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A Scotchman who had been employed nearly all his life in the building of railways in the Highlands of Scotland came to the United States in his last years, and settled in a new section on the plains of the far west. Soon after his arrival a project came up in his new home for the construction of a railroad through the district, and the Scotchman was applied to as a man of experience in such matters. "Hoot, mon," said he to the spokesman of the scheme, "ye canna' build a rail'way across this kentry!" "Why not, Mr. Ferguson?" "Why not?" he repeated with an air of settling the whole matter, "why not? And dinna ye see the kentry's as flat as a flure and you have naw place to run your toonnels through." —*San Francisco Argonaut*.

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In accordance with an invitation extended to them by the members of Division No. 4 of the B. of L. E., the members of Toledo Division No. 26 of the Order, with a number of visiting Brothers including Grand Chief Conductor Clark and the writer, passed an exceedingly pleasant afternoon at the B. of L. E. hall, Sunday, January 16. We met a number of old friends and formed many new acquaintances, and while the meeting was an informal one for the exchange of opinions and views, we believe no little progress was made toward a better mutual understanding for the future. We regret that we are unable to give a more extended account of the meeting and of the hospitality received at the hands of Division No. 4, B. of L. E. and the members of 26. The one regrettable occurrence was the absence of Assistant Grand Chief Engineer Youngson, who had expected to be present but was unexpectedly prevented.

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Toledo Division No. 26, Order of Railway Conductors, was taken by storm yesterday afternoon, during the installation exercises at Odd Fellows' temple. There was an alarm at the outer door, and as it was opened by the Brother in charge, he

THE RAILWAY CONDUCTOR.

was confronted by thirty ladies, members of the Ladies' Auxiliary, who demanded admission. Their request was made known to the chief conductor who ordered that they be admitted. The ladies advanced to the altar, and their president, Mrs. Moor, in a few appropriate words in behalf of the Auxiliary, presented the division a handsome and costly altar cover. The installing officer, M. A. Loop, accepted the gift, and thanked and welcomed the ladies. Chief Conductor N. B. Danenberg also responded in a pleasant manner. The conductors were, of course, very much surprised, and the event was another evidence that the ladies are working heart and hand to further the interests of the organization.

* *

There are but few train men who have not practically learned the annoyance; delay, and not infrequently danger resulting from bursting air hose. Among those who have so suffered in the past, is Bro. C. H. Dale of New York City Division No. 54, and when a couple of years ago, he left train service and entered the employ of the Peerless Rubber Co., he at once began experimenting with an air brake hose; the result of his experiments is a hose that is guaranteed to stand the ordinary wear and pressure of air brake hose and to entirely do away with the bursting of hose, and in honor of the organization, of which he is a member, he has adopted as the trade mark of this hose the initials of the Order. The hose is not affected by steam, heat, cold or oils and has received the endorsement of practical men wherever tried. We expect a sample of the hose soon and will then test it and have something more to say in regard to it. See the advertisement on first page of this number.

* *

The "official organ" of the B. of R. C. has for sometime contained a request for the address of Charles T. Moore, but the address does not seem to be forthcoming, whether because the aforesaid "organ" does not reach enough readers to make the advertisement of any account, or because Mr. Moore does not care to have his address known to anxious inquirers. If the former is the correct reason, we will remove it by placing the request in these columns where it will reach readers enough to make it an object. If the latter, we must congratulate our old time friend on his good judgment. Charley Moore was one of the members that we sincerely regretted to have leave the Order. The writer broke with him early in the seventies, and we still consider him a personal

friend; we regretted his mistake in leaving the Order, but unless he has greatly changed from the Moore of a few years ago, he is a straightforward man, entirely too honest and honorable to descend to the tactics used by the present officers of the B. of R. C. This is probably the reason that he was dropped from the office and is also probably the reason that everything that ever went wrong in that organization is now being charged to Moore.

What Shall the Harvest Be?

Was the inquiry with which the choir greeted the audience on the occasion of the marriage of Mr. Corn to Miss Wheat, in Creston recently.—*Railway Conductor.*

It is writ in the book, whose commandments we keep,

If we'd be in the harvest on high;
"Whatsoever thou sowest that same shall ye reap."

We shall see, in this Wheat by and by.—*Western Railway.*

A correspondent from the sunny south suggests that the harvest is likely to be a-Corn.

The Spotter.

Brother L. W. Canady of Division 57 is one of those who can express a solid truth in rhyme. A correspondent finds the following from his pen in the *Dallas News* and sends it to us.

Hang up the cap, my daughter,
The cap with the gilded band;
And the nickle-plated ticket punch
He used with his good right hand,
You may lay away
For a future day,
When the spotter shall flee from the land.

You need not polish the buttons,
Nor dust the coat of blue,
Nor trim the wick in the silver lamp;
And the globe of crimson hue
You may put away
For a future day,
When the spotters shall bid us adieu.

Conductors may not be angels,
Nor ever with angels dwell;
But why is a spotter more honest?
Can you or any one tell?
When Satan was barr'd
From heaven's reward,
'Twas the father of spotters who fell.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. H. BELKNAP, EDITOR.

WM. P. DANIELS, MANAGER.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

EMPLOYERS LIABILITY FOR INJURY TO EMPLOYEES.

From the fifth annual report of the Commissioner of Labor of the United States, we glean some interesting information in regard to the liability of railway companies for injury to employes on account of negligence of co-employes. The commissioner states that the rule releasing employers from liability for negligence of co-employes, is what is ordinarily called "judge made" law, founded, as we have supposed, on common law; that is, it has largely grown out of decisions, and in states where the matter is not regulated by statute, it is the general rule that the employer is not liable for any injury to an employe that is caused by the negligence of a co-employe, and that when he accepts employment he accepts with it the risks of such negligence on the part of others; there has been a considerable difference in the decisions of different courts as to who are co-employes, though the majority of such decisions are to the effect that all from the superintendent down are such, one Illinois decision, however, being that a section man employed in loading iron was not a co-employe of those in charge of a train that ran over him; this, though, was a jury's decision, the decision of the court being that it was a question of fact for the jury to determine. In England in 1880 a law was enacted providing that the employer should be liable for damages on account of injury to employes, 1st, by reason of any defect in the condition of ways, works, machinery or plant, connected with or used in the business; 2d, by reason of the negligence of any person in the service of the employer, who has any superintendence entrusted to him, whilst in the exercise of such superintendence; 3d, by reason of the negligence of any person in the service of the employer, to whose orders or direction the workman, at the time of the injury, was bound to conform, and did conform, where such injury resulted from his having so con-

formed; 4th, by reason of the act or omission of any person in the service of the employer, done or made in obedience to the rules or by-laws of the employer, or in obedience to particular instructions given by any person delegated with the authority of the employer in that behalf; 5th, by reason of the negligence of any person in the service of the employer who has the charge or control of any signal, points, locomotive engine, or train upon a railway. The above paragraphs are to some extent qualified by following provisions and provision is made as to the amount of damages that may be recovered, based upon the estimated earnings of the injured person. Alabama followed by the enactment in 1885 of a measure that is, practically, the English law, and Massachusetts in 1887. The California code of 1885 contains the following: "Sec. 1969. An employer must indemnify his employe, except as provided in the next section, for all that he necessarily expends or loses in direct consequence of the discharge of his duties as such, or of his obedience to the directions of his employer, even though unlawful, unless the employe at the time of obeying such directions believed them to be unlawful. Sec. 1970. An employer is not bound to indemnify his employe for losses suffered by the latter in consequence of the ordinary risk of the business in which he is employed, nor in consequence of the negligence of another person employed by the same employer in the same general business, unless he has neglected to use ordinary care in the selection of the culpable employe. Sec. 1971. An employer must in all cases indemnify his employe for losses caused by the former's want of ordinary care."

It will be seen from this that the California law is practically an endorsement of the common law rule and the decisions of their courts are in the same line.

The civil code of Dakota, 1885, contained the same provisions as the California law. Florida has a law enacted in 1887 which provides that, "If the person injured is himself an employé of the company, and the damage was caused by another employé, and without fault or negligence on the part of the person injured, his employment shall be no bar to the recovery," and it provides that in case of negligence of the person injured, damages shall be diminished by the jury in proportion to the amount of negligence.

The law in Georgia, Iowa and Kansas, in somewhat different terms, provides liability in case of injury by a co-employé. Minnesota laws provide that railroad corporations shall be liable to *engineers and firemen* for any injuries resulting from their being obliged to labor for more than eighteen hours in any one day. Montana provides that "in every case the liability of the corporation to a servant or employé, acting under the orders of his superior, shall be the same in case of injury sustained by default or wrongful act of his superior, or to an employé not appointed or controlled by him, as if such servant or employé were a passenger." Wisconsin enacted a law in 1875 providing such a liability on the part of employers, but in 1880 it was repealed. Wyoming also had a law enacted in 1869 to the same effect, but it is not contained in the revised statutes of 1887, and it having been expressly provided that any provision not contained therein was to be regarded as repealed, the law is not now in force, and would seem to leave an opportunity for inquiry as to how and why it was omitted.

In a few states, the employer is permitted in any case where damages are assessed to make a proportionate reduction from the amount for any contribution that has been made by such employer to any benefit fund from which the injured person has received benefit.

The laws of Colorado, Dakota, Florida and Iowa provide that any contract made by the employé whereby the employer is released from liability, is void and shall be no bar to recovery, and the commissioner comments upon it as "a curious species of legislation." If Mr. Wright were fully informed as to just how such "contracts" have been made in the past, we hardly think he would consider it curious that the employés should ask for such legislation. If our recollection is correct, this release contract for employés was first introduced in the west by the Chicago & Northwestern about twenty years ago, and was known among employés as the "death contract," and employés were required to sign the release under penalty of dismissal. Our recollection is that in a test case decided before the law referred to was enacted it

was held that the contract was void, but in this we may be in error. The law was enacted some time about 1872 or 1873.

As will be seen from the above, a great majority of the states and territories make no provision for the relief of employés, and in the language of the commissioner, "it seems unjust to apply this rule (the co-employé liability rule), when a brakeman, on a line, it may be hundreds of miles in length, by the negligence of a switchman whom the brakeman never saw, whose character he did not know when he entered the service, and to whose negligence the brakeman could not possibly have contributed, receives serious personal injury." The same thing applies in a great many different cases under the decisions of courts which have held that a superintendent and trainman were co-employés. It seems to us that this subject is one worthy the attention of employés and organizations in every state where there is not already legislation on the subject, though it also seems to us that national legislation in the line of the bill introduced by Senator George during the first session of the present congress, would be much preferable, as it would make a uniformity of law and practice that would be desirable, and in these days of inter-state traffic, there is hardly a road in the United States to which it would not apply.

CAR REPORTS,

A correspondent sends us the forms of car and seal reports copyrighted by DeLamere & Cavanaugh and asks our opinion thereon. This form requires the conductor to take the number of the seals on both sides and ends of every car in his train and certainly provides for a complete seal record. The writer has had no experience in running a freight train in a number of years and when he was so engaged, conductors were not required to report the numbers of any seals and in fact many of the seals used at that time were not numbered and in no way distinguishable from each other. We believe the method of numbering each seal so as to determine accurately whether the original has been changed or not, is a good one but we also believe that unless box car thieves have progressed very much in their art since our day in freight service that it is unnecessary to require the conductor to keep a record and make a report of the four seals on every loaded car; we believe that a report of the number by the regular "car checkers" in the yard at terminal stations is all that is necessary, the conductor of course to note that all seals are in good order when the train is received and delivered by him and to make a particular report of any that may be in bad order or that are opened and resealed by him.

We cannot see that a number record of the seals by the conductor would be of any particular benefit unless he is required to examine and report the condition at every stop. Unless he does this, any seal that may have been tampered with or replaced by another by expert thieves, would be discovered just as quickly and located just as closely by the yard reports as by those made by the conductor in accordance with these copyrighted forms. We believe that the conductor should be relieved of all unnecessary clerical work but instead of that, the tendency seems to be, both in passenger and freight service, to keep adding to the reports that must be made until on some roads the conductors take the place of auditing clerks that should be employed in the office. Many of these reports grow up through the red tape ideas of subordinate officials who seem to think that if they can devise something new, it will recommend them to their superiors and consequently these superfluous and needless reports are piled upon the conductor until in some cases they amount to so much of a grievance as to require action, as in the late Erie case, where an abuse had grown up through the auditing department of passenger accounts that was promptly remedied as soon as brought to the attention of the proper officers. Another feature of the conductor's report that seems to us to be an unnecessary and annoying one is the fact that he is required to procure the signature of the agent at every point where a car is opened, which is a return to one feature of the old "train bill" system in use by the Milwaukee & Prairie du Chien railroad twenty-five years ago and which was abandoned by them nearly that long ago. For instance if the conductor of a local has freight in a car for twenty stations he must enter the number of that car twenty times on his report and get the signature of the agent at each one of the twenty stations and he must report it as delivered to and taken from each one of these stations which seems to us very much like boy's play; a brief statement that car 100 was opened and resealed at certain stations, seems to us to be ample protection and all that in reason need be required.

We freely confess, however, our want of practical experience in making freight reports within the past decade and our consequent want of information to criticise understandingly and would be very glad to hear from some of the men who are using the blanks and who owing to later experience are better qualified than we to express an opinion.

The agent's report in this system is not materially different from what has always been required of agents except the addition of the report of seal numbers which in an agents or yardmaster's report is a necessary addition as it is at stations that seals are likely to be tampered with and if a seal should be removed and replaced by another one, these reports, if correctly made, would show the time within twenty-four hours when it occurred.

THE CHICAGO & ERIE STRIKE.

At the present writing, the C. & E. Division of the Erie railway is as completely at a standstill as if the rails had been removed. The original cause of the strike goes back to some time in the fore part of November when train dispatcher Scott gave an order to an extra to run from Huntington to Spencerville, which is about sixty miles east of Huntington, and an order to a west bound extra to run Kenton to Elgin, Elgin being the first station west of Spencerville and he also gave the operator at Lima, which is twelve miles east of Spencerville, an order to hold all west bound trains for orders. A charge was made against Mr. Scott for giving what is known in railway parlance as a "lap order," that is an order for two trains to run in opposite directions without providing a meeting point and which, in this case it is claimed by the officers, would have caused a collision if it had not been prevented by another dispatcher accidentally noticing the fact. That the claim of a "lap order" or a probable collision is absurd will be apparent to train men at a glance, the meeting point being under control by the holding order at Lima. Mr. Scott also called the attention of the dispatcher who relieved him when he went off duty to the orders given these two trains and to the fact that the west bound train was held at Lima for orders so that a meeting point could be made with the least delay to both trains. The rules governing the dispatching of trains on some roads, prohibit a dispatcher from giving a "holding order" to an operator without also giving it to all trains that it effects and if such a rule is in force on the C. & E., Mr. Scott violated a rule, but it is not specifically claimed that any such was or is in force and it is claimed and not denied by the officers that it was a common practice to do as Scott did in this instance. Mr. J. H. Klein, the new chief dispatcher, wrote Scott charging him with a violation of the rules and Scott replied explaining the matter fully. This ended what was called an investigation and all supposed that the matter had been entirely settled until December 11th, when Scott was dismissed by wire. Meantime a feeling had been growing among all classes of employes that it was the intent of the new officers to dismiss all the old men and replace them with others and this feeling was shown to be correct by an assertion made by Mr. Klein, that he intended to replace all the dispatchers. The dispatchers held a meeting, sending for Scott who knew nothing of what was being done by them, and the result of the meeting was that the following message was sent to Superintendent Merrill. "We consider Scott's dismissal a great injustice and we, his fellow dispatchers and others, request that you re-

instate him at once or by tomorrow night and will wait until 11:00 A. M. December 12. for your decision." Just a few minutes before the time named, a message came reinstating Scott. About a week later, Merrill came to Huntington and notified Scott that he was suspended for thirty days. This also without in any way giving Scott any opportunity to have the matter taken up with nothing in the way of an investigation except the farce described above. The dispatchers again wired, this time to A. M. Tucker, the new general manager, asking that Scott be reinstated unconditionally and advising them that they would wait until 4:00 P. M. December 22nd for the decision. Mr. Tucker replied that he would arrive at Huntington on the first train, asked them to defer action until he arrived and assured them that the whole matter would be settled satisfactorily. Knowing something of the value of promises of this character from Mr. Tucker, a majority of those interested, were opposed to waiting, but through the persuasions of Bro. J. M. Hubbard, chairman of the Order committee, no action was taken until Tucker arrived when he "settled satisfactorily" by refusing to discuss the matter with the employes and telling them they could tie up the road for five years but the decision would not be changed. That this was a "bluff" became apparent when switch engines stopped work and trains ready to leave did not go and Mr. Tucker then wanted to discuss and consider the matter. A settlement was finally arrived at by Mr. Tucker promising many things in consideration of a compromise that would permit the thirty days suspension of Scott to stand. This was agreed to by all and all supposed the matter was finally settled until at the expiration of the thirty days, Mr. Tucker appeared at Huntington and again dismissed Scott, thus deliberately violating the settlement made and abusing the confidence of the employes. Several conferences were held and Mr. Tucker, by calling employes before him one at a time endeavored by threats and abuse, to coerce them but failed in every instance. On January 24th, the matters of difference were settled and all resumed work.

FROM "BEHIND THE FENCE."

The Toledo "*Organ*" of January 8th, contains another malicious and uncalled for attack upon Brother Clark as well as the writer and the Order in general, while the issue for January 15th contains a repetition of the attack from the doughty A. G. C. C. of the B. of R. C., in which he pretends to quote from a copy of the proceedings of the Denver Grand Division which he could only have obtained by purloining it while secretary of division 217 of the Order. The quotations are garbled and partial ones and are intended to convey a falsehood. Mr. Martin wishes readers of the "*Organ*" to believe that the members of the Order have enacted legislation prohibiting members of the B. of R. T. from becoming members

of the Order without first withdrawing from that association which is entirely and wholly false. It is true that the resolutions and amendments to that effect have been presented in the Grand Division on a number of occasions and among them at the Denver meeting, but in no case have they received any support to speak of, but on the contrary have always been defeated by a large majority. Brother Clark was secretary of the Jurisprudence Committee at Denver and read the report of the committee on these amendments, which report unanimously recommended the rejection of the amendments. The stenographer made the record read: "By Clark," because of his reading the report. The proceedings show in the proper place, who introduced this one, and that Clark did not offer anything of the kind. The first occasion was at Louisville in 1885, and the writer has always and invariably opposed any such amendments. The only thing of the kind that was ever in effect, was a decision of the G. C. C. in 1888, that applicants for membership in the Order must withdraw from other organizations of railway employes before they could be accepted as members of the Order, and the writer was one of those who questioned the decision, never hesitating to pronounce it illegal and unauthorized, both privately and in at least one large union meeting of members of the Order. The opinion of members generally became so apparent that the decision was withdrawn within a short time of its issue. This man Martin is a living example of the viper that stings the bosom that warms it as it is but a short time ago, that he was indebted to Brother Clark and the writer for getting him reinstated in the Order, and at the time he became a member of the B. of R. C. he was holding a position which was procured on account of his membership in the Order. When he was first made an organizer for the B. of R. C., he applied to this office for a division card to enable him to travel and endeavor to injure the Order. That he did not get it, is probably one of the reasons for his present malignity. His latest effort is a fair illustration of the desperation of those who are endeavoring to prop the waning fortunes of this organization and to deceive those whom they may be able to reach with the "*Organ*." Truly, Mr. Martin, "there is too much throwing stones from behind the fence." Why did not you and your illustrious superior make some of these charges at Toledo when you gave utterance to the above truism, and when Clark and Daniels were present, in, as you claim, your "stronghold?"

Elkhart Division No. 19, wishes us to request members to remember the circular issued by them in aid of Brother Mendham. This division has been peculiarly unfortunate for the past two years and are now in such a condition financially that if they are compelled unaided to support Brother Mendham, it is likely to result in the closing of the division. They wish a little temporary aid for Brother Mendham to tide them over until the meeting of the Grand Division.

A cordial invitation is extended to all members of the Order to attend the first annual ball given by Johnson Division No. 67, at Turner's hall, Waterloo, Iowa, February 5, 1891. The best of music in attendance.

THE RAILWAY CONDUCTOR.

VOL. VIII.

CEDAR RAPIDS, IA., FEBRUARY 15, 1891.

NO. 4.



HOW SOCIETY "GUIDES" ARE WRITTEN.

FROM ADVANCE SHEETS OF EGGLESON'S NEW NOVEL IN THE FEBRUARY "CENTURY."

The hero of the story, Charley Millard, who is endeavoring to get into New York "society," studies a "Guide to Good Manners as Recognized in the Very Best Society. By One of the Four Hundred."

It chanced about this time that Sampson brought an old college chum of his to eat a Sunday dinner at the boarding-house in Eighteenth street. He introduced this friend to Millard, with that impressiveness which belonged to all that the melancholy Sampson did, as "Mr. Bradley, Mr. Harrison Holmes Bradley, the author; you know his writings."

Millard was covered with concealed shame to think that he did not happen to know the books of an author with a name so resonant, but he did not confess his ignorance. This was his first acquaintance with a real literary man—for the high-school teacher in Cappadocia who wrote poetry for the country papers would hardly count. The aspiring Millard thought himself in luck in thus early making the acquaintance of a man of letters, for to the half-sophisticated an author seems a person who reflects a mild and moonshiny luster on even a casual acquaintance. To know Mr. Bradley might be a first step towards gaining access to the more distinguished society of the metropolis.

Harrison Holmes Bradley proved to be, on examination, a New Englander of the gaunt variety, an acute man of thirty, who ate his roast turkey and mashed potatoes with that avidity he was wont to manifest when running down an elusive fact in an encyclopedia. At the table Millard, for want of other conversation, plucked up courage to ask him whether he was connected with a newspaper.

"No; I am engaged in general literary work," said Bradley.

Neither Millard nor any one else at the table had the faintest notion of the nature of "general literary work." It sounded large, and Bradley was a clever talker on many themes fresh to Millard, and when he went away the author exacted a promise from Charley to call on him soon in his "den," and he gave him a visiting card which bore a street number in Harlem.

Two weeks later Millard, who was quite unwilling to miss a chance of making the acquaintance of a distinguished man through whom he might make other eligible friends, called on Bradley. He found him at work in his shirt sleeves, in a hall bedroom of a boarding-house, smoking and writing with a gas-stove for near neighbor on the left hand, and a table, which was originally intended to serve as

a wash-stand, on the other side of him. The author welcomed his guest with unaffected condescension, and borrowed a chair from the next room for him to sit on. Finding Millard curious about the ways of authors, he entertained his guest with various anecdotes going to show how books are made, and tending to throw light on the relation of authors to publishers. Millard noted what seemed to him a bias against publishers, of whom, as a human species, Bradley evidently entertained no great opinion. Millard's love for particulars was piqued by Bradley's statement at their first meeting that he was engaged in general literary work. He contrived to bring the author to talk of what he was doing, and how it was done.

"You see," said Bradley, pleased to impart information on a theme in which he was much interested himself, "a literary life is n't what people generally take it to be. Most men in general literary work fail because they can do only one thing, or at the most, two. To make a living, one must be able to do everything."

"I suppose that is so," said Millard, still unable to form any notion of what was implied in Bradley's everything. To him all literature was divided into prose and poetry. General literature seemed to include both of these, and something more.

"Last week," Bradley continued, illustratively, "I finished an index, wrote some verses for a pictorial advertisement of Appleblossom's Toilet Soap, and ground out an encyclopedia article on Christian Missions, and a magazine paper on the history of the game of bumblepuppy. I am now just beginning a novel of society life. Versality is the very foundation of success; if it had n't been for my knack of doing all sorts of things I never should have succeeded as I have."

Judging by Bradley's surroundings and his own account of his sordid drudgery of a worker in general literature, his success did not seem to Millard a very stunning one. But Bradley was evidently content with it, and what more can one ask of fortune?

"There is another element that goes a long way towards success in literature," proceeded the author, "and that is ability to work rapidly. When Garfield was shot, I was out of work and two weeks behind with my board. I went straight to the Astor Library and worked till the library close, gathering material. When I went

to bed that night, or rather the next morning, I had a paper on 'Famous Assassinations of History' ready for the best market. But what I hate most about our business is the having to write, now and then, a thunder and lightning story for the weekly blood-curdlers. Now there is Milwain, the poet, a man of genius, but by shop girls and boys reading the Saturday-night papers he is adored as Guy St. Cyr, the author of a long list of ghastly horrors thrown off to get money."

"This sort of work of all kinds is what you call general literary work?" queried Millard.

"General literary work is the evening dress we put on it when it has to pass muster before strangers," said Bradley, laughing.

What Millard noted with a sort of admiration was Bradley's perfect complacency, his contentment in grinding Philistine grists, the zest even that he evinced for literary pot-hunting, the continual exhilaration that he got out of this hazardous gamble for a living, and the rank frankness with which he made his own affairs tributary to the interest of his conversation.

At length Bradley emptied his pipe and laid it across his manuscript, at the same time rising nervously from his chair and sitting down on the bed for a change.

"Millard," he said, with a Bohemian freedom of address, "you must know more about society than I do. Give me advice on a point of etiquette."

Charley Millard was flattered as he never had been flattered before. He had not hoped to be considered an oracle so soon.

"You see," Bradley went on, "the publisher of a new magazine called the 'United States Monthly' has asked me to dinner. It is away over in Brooklyn, and, besides, the real reason I can't go is that I have n't got a dress-coat. Now what is the thing to do about regrets, cards, and so on?"

Fresh from reading his new "Guide to Good Manners," Millard felt competent to decide any question of Bristol-board, however weighty or complicated. He delivered his opinion with great assurance in the very words of the book.

"I believe in my soul," said Bradley, laughing, "that you prigged that from the 'Guide to Good Manners as Recognized in the Very Best Society.'"

Millard looked foolish, but answered good-naturedly, "Well, what if I did? Have you read the book?"

Bradley rocked his long slender body backward and forward as though about to fall into a spasm with suppressed merriment.

"There is only one good thing I can say for that book," he said, recovering himself.

"What's that?" asked Millard, a little vexed with the unaccountable mirth of his host.

"Why, that I got two hundred dollars for writing it."

"You wrote it?" exclaimed Millard, not concealing his opinion that Bradley was not a suitable person to give lessons in politeness.

"You see I was offered two hundred for a book on manners. I needed the money most consumedly. There was Sampson, who knew, or thought he knew, all about the ways of the world, though between you and me, Sampson always did do a large business on a plaguy small capital. So I put Sampson to press and got out of him whatever I could, and then I rehashed a good deal in a disguised way from the old 'Bazar Book of Decorum' and the still older Count D'Orsay, and some others. You have to know how to do such things if you're going to make a living as a literary man. The title is a sixpenny publisher's lie. In the day of judgment, authors, or at least those of us doing general literary work, will get off easy on the ground that poor devils scratching for their dinners cannot afford to be too high-toned, but publishers won't have that excuse."

Anecdotes of Talleyrand.

HOW HE DISPOSED OF AN OFFICE-SEEKER AND A CREDITOR.

"The art of putting the right men in the right places," Talleyrand once said, "is first in the science of government; but that of finding places for the discontented is the most difficult."

It would seem from this that the distinguished French statesman was as much a prey to office-seekers as are the public men of our own time. His manner of disposing of them is amusingly illustrated in the following anecdote:

One day one of these troublesome persons presented himself to M. de Talley-

rand and reminded him that he had been promised a place.

"Very well," said Talleyrand, "but tell something that suits and which can be given. You don't know of anything. Well, find something. You must admit that I haven't the time to search for you."

The applicant was thus disposed of for the time being, but a day or two later he again presented himself, his face radiant with hope, and said:

"Sir, such and such a place is vacant."

"Vacant," replied Talleyrand, "Well, what do you wish me to do? You ought to know that when a place is vacant it has already been promised."

Like many other famous men, both before his time and since, Talleyrand exhibited—at least in early life—a great reluctance to settling with creditors. When he was appointed Bishop of Autun by Louis XVI., he considered a fine new coach to be necessary to the proper maintenance of the dignity of that office. Accordingly, a coach was ordered and delivered, but not paid for. Some time after, as the newly appointed bishop was about to enter his coach he noticed a strange man standing near who bowed continually until the coach was driven away. This occurred for several days, until at length Talleyrand, addressing the stranger, said:

"Well, my good man, who are you?"

"I am your coachmaker, my lord," replied the stranger.

"Ah!" said Talleyrand, "you are my coachmaker; and what do you want, my coachmaker?"

"I want to be paid, my lord."

"Ah! you are my coachmaker, and you want to be paid. You shall be paid, my coachmaker."

"But when, my lord?"

"Hum! said Talleyrand, settling himself comfortably among the cushions of his new coach and eyeing the coachmaker severely, "You are very inquisitive."—*Boston Transcript.*

Gold Discovery.

THE DISPUTED DATE ESTABLISHED BY DOCUMENTARY EVIDENCE.

The various societies of California pioneers are accustomed to celebrate the 19th of January as the date of the discovery of gold by J. W. Marshall at Coloma, but that it is an error is shown by Mr. John S. Hittell in the *Century* for February as fol-

lows (a facsimile of the entry in Bigler's diary being printed in the magazine as ocular evidence):

The first record of the discovery, and the only one made on the day of its occurrence, was in the diary of Henry W. Bigler, one of the Mormon laborers at the mill. He was an American by birth, then a young man, and now a respected citizen of St. George, Utah. He was in the habit of keeping a regular record of his notable observations and experiences, selecting topics for remark with creditable judgment. His journal kept during his service in the Mormon battalion and his subsequent stay in California is one of the valuable historical documents of the State. On the 24th of January, in the evening, Bigler wrote in his diary, "This day some kind of metal was found in the tail-race that looks like gold."

Nothing was said in public about the date of the discovery until 1856, eight years after the event, when Marshall published a letter in which he said that he found gold at Coloma "about the 19th" of January, 1848. Neither then, nor at any subsequent time, did he claim that his recollection of the day was aided by a written memorandum. In 1857 he published a statement that the discovery was made on the 18th, 19th, or 20th. His biography, prepared under his direction, and printed in 1870, fixed the 19th as the precise day. As years elapsed he became more exact, perhaps under the influence of public opinion, which from 1856 to 1886 accepted the 19th as the day. On the 9th September, 1885, at the annual celebration of the admission of the State into the Union, I delivered an address on the gold discovery to the Pioneer Society of San Francisco, and sent a copy of it in print to Mr. Bigler, of whom I had heard as one of the survivors of the Coloma party, and requested him to correct my errors, if he found any. He replied that, according to his diary, the gold was found on the 24th. At my solicitation he copied the entries of his book from that day to the middle of May; and then I began an investigation which made me familiar with the diaries of Azariah Smith, a survivor of the Mormon battalion and one of the mill-builders at Coloma, and with the diary of Sutter. These three diaries agreed substantially with one another, and with Marshall's statement that four days after the discovery

he took specimens of the gold to Sutter's Fort. Smith made his entries on Sunday as a rule; and on the 30th January he wrote that on the preceding week gold had been found at the mill, and that Marshall had gone to New Helvetia to have it tested. This was probably written in the morning, for Bigler's entry made on the same day mentions that the test was successful, implying that Marshall had returned.

Sutter's diary reports that on the 28th January Marshall arrived at the fort "on important business," without mentioning the gold. The agreement of the three diaries with Marshall's statement that he went to Helvetia four days after the discovery, the superior value of documentary evidence as compared with recollections, dimmed by years of intervening events, and the uncertainty of Marshall in reference to the date, left no room for doubt that the 24th was the true day, which I gave to the public for the first time in January, 1886.

Not many Sundays ago a South Side Sunday-school was invited to participate in a union service with another school a few blocks away, and formed line, with the superintendent at the head, and marched out of doors singing the superintendent's favorite hymn, "Hold the Fort." Bystanders stopped, and everyone looked on the beautiful sight of the proud superintendent marshaling his handsome cohorts of caroling children up the street. Their singing charmed all hearers, too, but when they struck the second stanza—

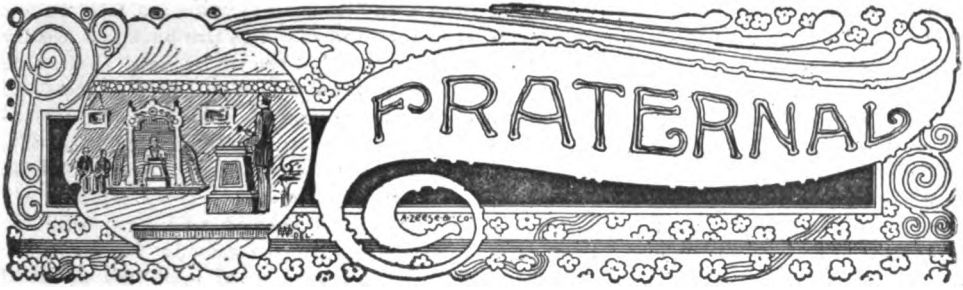
See the mighty host advancing,
Satan leading on—

somebody snickered, and the superintendent dropped back to the rear to speak to the tutor of the infant class. — *Buffalo Courier*.

A Boston child, becoming impatient at its mother's delay in hearing its evening prayers, exclaimed: "Come, mamma, Dod's a-watin'." — *Lowell Mail*.

Teacher—"Now, can any of the pupils tell me what is meant by the nave of the church?"

Bright Boy—"The man who takes up the collection." — *America*.



WHAT ARE WE?

CLEVELAND, O., Jan. 17.

The question is asked members of the O. R. C.: "What do you amount to," etc. Now any right minded member need take no offense at these questions, for all the old members certainly know what the O. R. C. is. And these sarcastic flings from the various other organizations need have no notice from us. If the time has come when the O. R. C. need be merged into a labor organization the better to protect and aid its members, and the law is so amended, we have good reason to think that these slur-flinging organizations will have cause to eat crow. Now we ask: What motive is there in these slurs and invectives? Just this, to try and drive our weak-minded members (of which we have a few) into other orders and out of the O. R. C. It may be doing it to a small extent, but we fail to see it hereabouts. Neither will we see it yet awhile. Every older member of the O. R. C. knows that the O. R. C. never was organized for a labor organization, but for charity, insurance and mutual benefit, social elevation and good-fellowship. Now, if the time has come to make a change, it is for the members to say; we do not think the ranting of all the fanatics in these other associations will have one iota to do with it. Further, twenty thousand men (with minds and thoughts their own) are not going to turn like so many sheep and run pell mell after some *would be leader*. Each and every one is going to take his own good time to stay or leave, as he thinks best. And we think that when the members see their way clear to "*Protect*," there will be no organization better able to do it than the O. R. C. Now then, what is the O. R. C. answer to that? Let every member ask himself "What am I?" The O. R. C. is what each and every one of you make it. The name O. R. C., B. L. E., B. R. T. or any other conglomeration of letters can accomplish but little if the men composing the same are no good. And here the question comes up: Why do the railway employes eternally clutch at each other's throats for the benefit of

grasping railway officials, who sit back and laugh to see it go on, giving the corporations the benefit of your shortsightedness? It is high time this were all stopped. Then why this cry of scab from members of other organizations, of whom the writer can call by name several who have performed that very act? Let him without fault cast the first stone. As to the engineers in federation with the other orders, they have good cause to hold aloof, for have they not won what they have by hard knocks and persistent work? They have been ever at it since their first organization, and they have gone down into their pockets, too. Have the conductors done this? What have we ever done to help ourselves? Simply nothing. Who is at fault? Each and every individual conductor. No organization can do for any class of men what the members are not willing to back up. And again, not till the heavens fall will the conductors receive betterment unless they stop driving the stiletto into each other's backs. We glory in seeing friendly strife between employes to secure better positions; if it were not for that the service would amount to but little. But all should remember that all cannot be trainmasters, passenger conductors or passenger engineers, and that a railway of rapid promotions is a poor road to hold a situation on. As there must be men for each grade of service, we should look at it more philosophically and do our best to aid and better each other's positions, be it passenger or freight conductor, passenger or freight engineer, fireman or brakeman. We should see to it that each are equitably dealt by. And here we mention the article in the Jan. 1st. number of *THE CONDUCTOR* entitled, "Association of Railway Employes." Nothing finer could be had did the railway men but think that way. Something certainly must come soon, else where will we be? The railways are combining to crush, and legislation is looked to by them for help. See what the New York State Board of Arbitration has recommended: That men entering the railway service be compelled to enlist for

a certain period. That shows which way the wind blows, and what we can expect. Drop this vendetta business and let a little more common sense prevail along the line.

Now a word on what we saw in exchanges, just one that needs commenting on, an article dated from a Kansas town, saying: "I have known O. R. C. men right here among us to refuse to carry B. R. T. men on traveling card, but such men are to be found in all parts of the world. Only a crank would do such a thing as that. I for one never refused a traveling card of any labor organization, even an O. R. C. I always tell them that their card is no good, but I will carry them to show them the difference in O. R. C. and ——— men, for there is a *great deal of difference*." To the above we say, the Lord help us. Here in these parts we know too well the difference, but what we want to show is the perniciousness of the traveling or division card as it is called, although they may be a source of revenue to the G. D. They should be abolished. They are of no earthly use except to make the members of the Order stay away from their divisions, become listless and never get posted in the work of the Order. Brothers should attend division meetings at least six times a year, keep well posted in the work and there will be no need of division cards. Their loss to the G. D. can be made up in another way. Abolish them we say. The same writer says: "Some day we will see in the papers notice of a big O. R. C. funeral." Well we will be a willing *stiff* if it ever does occur. Now in regard to federation, system or national, we say national; and that is the opinion of ninety-nine per cent of the conductors of this region. There is nothing like solidarity to carry a point. We of course are aware that no federation has had a fair or severe test. And we will say here that the word federation is never going to carry the point. But the loyalty and manliness of the men composing it, there is where the test will come. Further, we do not think that the ranting and threats of some now in the federation is going to help matters along one whit. It has been given to us here that the O. R. C. cannot get representation or membership in the Supreme Council, as they intend to keep us out. We understand our position as well as those who rant do. And if such buncombe as that cause any O. R. C. members to withdraw the quicker they do it the better for us. And further remember, that Sweet William and crafty E. E. C. are not running this institution, but are its employes, and that we all have a word to say about what we want—and when has *S. Wm.* refused to obey the will of the majority? Further, the columns of *THE CONDUCTOR* are

open to any members to ventilate their opinions. If you were all as stiff in the back as *S. Wm.*, or crafty as *E. E. C.*, you would be all *O. K.* Each and every member has a vote in the *G. D.* through their delegate. Now is your time to improve your opportunity of enlightening him as to your wishes. Let every delegate go to *St. Louis* understanding what to do. If federation is best, let us have it. Protection we must and will have regardless of what the ranting faction have to say. To our weak-kneed members we say: If you are shaking in the knees, get out of the Order or else brace up. A weak-kneed man is *N. G.*, and the quicker you are out the better for us. If any reader taketh offense hereof, let him come back at us.

THE KICKER.

WILLIAMSPORT, Pa., Jan. 14, '91

Editor *Railway Conductor*:

In your issue of Jan. 1 there appears an article from some Brother who signs himself "*S.*" and from the tone of his remarks one would infer that the writer had recently arrived from the Bad Lands, where he had been in close communion with Two Strikes. And after having become imbued, apparently, with the spirit of that noted chief, he sallies forth to give the readers of *THE CONDUCTOR* his views on federation by stating that he thinks that now is as good a time as any to let other orders and the world at large know where we stand. That we will have to get down off the fence, and so on.

Now, if my misinformed friend would attend the meetings of his division he would there hear read from time to time circulars issued by our *G. C. C.* which would inform him, with a great deal of other information, that the Order of Railway Conductors is not on the fence, neither figuratively speaking or otherwise, and while we wish to work in harmony with all other orders, we are under obligations to none.

I will freely admit that there are a great many cases in this broad land of ours where railroad men do not get fairly compensated for the services performed by them. But I would advise in all such cases where dissatisfaction exists, let the men so affected present their grievances to their superintendent or general manager, as the case may be, and presented in such a form and supported by such arguments that it will commend itself to those to whom it is presented. And I will guarantee that in all such cases those grievances will be adjusted satisfactorily to all concerned.

I will take the liberty to inform my obscure friend that there are thousands of members of the Order of Railway Conductors to-day who have spent the best years of their lives in the

service of railroad corporations and who have always been treated by them with consideration and respect, and who are not now going to sacrifice the principles of the Order and their own interests to satisfy the supposed grievance of some crank who is perched on his imaginary fence and waiting like Micawber for something to turn up.

This "sink or swim" policy advocated by my friend, smacks too much of the methods of the road agent. It is a back number, and a man is only airing his ignorance before the public when he advocates it. In conclusion I would state that if the switchmen make faces at my friend as he draws by they had ought to be ashamed of themselves. But I would advise him not to strike on that account. Remember that forbearance is a virtue, and if you don't get your reward in this world I will guarantee that you will in the next.

Respectfully yours in P. F.,

J. T. MULLEN,
Jersey Shore Div., No. 168

BATTLE CREEK, Mich., Jan. 15, '91

Editor Railway Conductor.

I am pleased to learn that there is a little revival in the Benefit Department, but it seems very strange indeed to me that after so much has been written in the columns of THE CONDUCTOR, and so many able arguments have been brought to bear in its favor, that so few should hear the kind words of warning and avail themselves and families of the much needed protection. Is it not strange that men who are wise enough to take a train and be responsible for the lives of the traveling public, should need any urging on a matter of such vital importance as insurance. Brothers, do you own a house, or are you renting, and only own the furniture? In either case I will venture to say you are very careful to keep your property insured. This is a very wise thing for you to do. But did you ever think that your life and limbs were of much more importance to yourself and family than your house or furniture? If your house or furniture is destroyed by fire and you have your health you can earn money to buy another house and more furniture, but if you are crippled, killed or die from some disease, your poor wife might be compelled to earn a living for herself and family with the needle or over the washtub. My \$5,000 non-forfeiting limited tontine policy costs me as freight conductor \$157.40 a year. My certificate in another company costs me \$16, and last, *but by no means* least, my certificate in our Benefit Department costs from \$36 to \$38 per year. So in sickness, accident, disability or death in any form, myself and family are fully protected.

This protection is a great comfort to me, and I would advise every member who possibly can to carry the Order insurance anyway. And it is very wise to have a tontine policy too, of from \$1,000 to \$5,000, because you are not only protecting your family in that amount, but you are also making a nice little bank account which will come in very handy when you get old. For instance, after paying fourteen more annual premiums on my life policy, if I still live I will have a nice bank account to my credit of over \$3,000, which I feel quite sure can be used to good advantage at that time. And the thought of having this nice little sum returned to me after having had the benefit of \$5,000 protection for twenty years is quite a pleasant one to me.

Some of you may think that you will never be killed, and that you are so strong and healthy that you will be sure of a great many years yet. But when the list of the crippled or killed on railroads in the United States reaches 20,000 annually, do you not realize that you are liable to be one of that vast number any day. And that your chances of death by disease are equally great? When I tell you that during the last five years Battle Creek Division No. 6 has lost seven members, two by accident and five by disease, and that the families of four of these Brothers each received \$2,500 from the Benefit Department, and that we were obliged to call for aid from other divisions for one of the three widows left without protection, and received less than \$300 for her, does it not convince you of the importance of prompt action on your part in this matter of insurance?

Life insurance makes scientific adjustment between the possibilities and probabilities, the accidents and averages of life. It enables the individual to merge his constant liability to death into the average longevity of the race, and to share in the productiveness of life in general, whatever may be his own fate. It discounts probability and gives certainty. In its adaptations to practical life and finance, life insurance enlists the cumulative power of small investments through long periods of time, and utilizes the far-off interest of prudence for present needs. It applies scientific methods to those impulses of generosity which would otherwise encourage improvidence, and provides for the needs of all through the love of each for his own. It gives affection a place to stand and a lever with which to work. It transforms forethought and good will into practical happiness and well-being. It enables us to realize for our loved ones the hopes we cherish for their future, which might otherwise be blighted by death.

To the husband and father life insurance is duty, opportunity, partnership with vast and indestructible forces, guaranty of average success in a field where individual failures are sure to be many and disastrous. Under a form like my policy, it is protection for loved ones during a term of years; and benefit to the insured in case of survival. It is manhood and middle age relieved from anxiety, and old age relieved from want. To the wife and mother it is protection, security, the fulfillment of marriage vows, the assurance of love stronger than life and over which death has no power. It bridges over the abyss of poverty that may at any time open for herself and her children, the fear of which causes many an anxious hour. To children it is guardianship, the pledge of support and of the continuance of educational and social advantages, until they are prepared to take up the burdens of life with adequate preparation and strength.

Founded in the nature and needs of man, allied to the most persistent forces in the business world, adapted to circumstances the most common, ministering to ends the most dear, approved by the wisest and patronized by the best of men, life insurance fulfills a mission without parallel in the financial world. The duty of providing for one's own is cheerfully recognized by all who make any pretensions to right conduct. The only questions to be considered are those of degree and method.

It is evident that the question as to what extent a man ought to provide for dependents must be decided by his ability and their necessity.

In conclusion let me repeat that if you have no insurance, make out an application for a certificate in the Benefit Department at once. Do not wait until consumption, Bright's disease or some other dreaded malady gets a fatal grasp on your vitals, so you cannot pass a medical examination, and then in this sad hour be forced to repeat the words,

"Of all sad words of tongue or pen,

The saddest are these, it might have been,"

and go down to death knowing your family will be left to the cold charity of the world.

These are sad facts, Brothers, but they are, nevertheless, facts, and should be treated as such, because no man knoweth the day and hour in which the "grim monster" will knock at his door and say to the strong and healthy husband father: "This night thy soul shall be required of thee." And if you can possibly do so you will find a policy like mine of from \$1,000 to \$5,000 or more to be a great protection for your loved ones, and a nice easy way to save money for old age.

Hoping to see the greatest growth in the Order this year ever known, and to see the Benefit Department double its membership this year,

I remain, Brothers, yours in P. F.,

N. E. RETALLICK.

RENFREW, Ont., Jan. 26, 1891.

Editor Railway Conductor.

Dear Sir:—At the beginning of the current year the new laws for the regulation of our Mutual Benefit Department have come in force. I thought I would have seen, in the columns of THE CONDUCTOR, some comments on this fact and some allusion as to how class B was taking with the members. The absence of any reference to this matter would seem to indicate an apathy of interest on the part of all concerned and that lack of enthusiasm that should characterize our zeal in anything that was to be a lasting benefit to every member of our Order. The short circular that was enclosed to members of the Department with the January assessment ought to wake us up and ask ourselves what is best to be done. The membership is much less than it was last year and the number keeps gradually decreasing. In order to remedy this state of affairs and save our Insurance Department something has to be done, but I am afraid that the laws which have just come in force will fail to fill the bill. The fact of attempting to run two classes where it has heretofore been so difficult to make one popular, with the members, is, to my mind, a mistake. I suppose the two classes will have their patrons and the fact of the membership being divided between the two, will not encourage that assurance of stability to either of them, that is necessary to stimulate confidence among the members of the Order. As at present constituted, the chances of the two classes is a matter of discussion without any possibility of being able to arrive at any definite conclusion as to the merits of either, and consequently, a damper on the intentions of those who would like to insure. I should think that one class of insurance would be sufficient for our Order. A class something after the idea of class B, with a reserve fund for cases of emergency, taking care not to make the assessments for this fund so high as to defeat the end desired. In class B the certificates are a thousand dollars each, and a member can hold from one to five. On every assessment made an extra amount is added for the reserve fund; this amount is determined according to the age of holder of certificate, and I must here say that this amount, as laid down in our laws, is in many cases the objection to this class, besides it is not exactly clear to every one the exact meaning of the paragraphs of article twelve, and on this point an illustration would serve to settle many conflict-

ing opinions. My understanding of this is—and if wrong would like to be corrected,—for instance, I come under paragraphs 3 of article 12, which reads: "For every certificate held by a member was forty and not over fifty years of age when the certificate was issued, two dollars, of which one dollar shall be placed in the Reserve Fund." Now suppose I hold a certificate for \$1000 and receive an assessment calling for \$3 to pay claims, I would expect to pay \$6; \$3 for the claims and \$3 to the Reserve Fund. This I consider too much, and I can assure you that I am not alone in this opinion. Such a regulation will be fatal to class B and hasten its doom. No doubt every member of the Order feels proud of the principles upon which it is founded, but I have heard it remarked that any regulation debarring any worthy brother—who may happen to be the victim of unavoidable circumstances—from any participation in the benefits of our institution is strangely at variance with our professions of Perpetual Friendship. As we are supposed to be linked together with the indissoluble tie of Perpetual Friendship, why should we outrage such pure principles by enacting laws to alienate from us unfortunate brothers and allow them to drop by the wayside depending upon the charity of the cold world as their only hope. This view of the case should not be put aside, and I think it is not consistent with our obligation to put any restriction upon any brother in the matter of insurance. Looking at the matter from a pecuniary point of view, medical examination of applicants may be correct, but in the way indicated by the principles of our Order, it is not brotherly. Another drawback, and not by any means the least, is the disability clause. There must be some provision made for the conductor who becomes unable, through sickness, to follow his business as conductor, before the insurance system becomes popular among the members. While there are many, who, under such circumstances, could earn a good living in other lines of business, yet it cannot be denied that there are others, who, from lack of a good business education, would not be specially adapted for anything above manual labor, and if incapacitated from running a train how is he to earn a livelihood for himself and family? My idea of a Mutual Benefit Insurance would be to have all members of the Order insured, policies limited to \$2000. Members disabled so as to unfit them for performing their duties as conductor to receive \$1000, total disability to be allowed full insurance. This idea will, probably, be severely criticised, and on business principles, not to be entertained, but I must submit, that on the principles of "Perpetual Friendship" I have some ground to stand upon. I will leave it for some one else to figure out what in-

surance for two thousand would cost on this basis. It probably would be contended that such a system would be interfering with the rights of the individual as a citizen, but I don't think so when you take into consideration the future welfare of those who are dependent upon the individual as their means of support.

Yours in P. F.,

W. M. DICKSON.

Jan. 19, 1891.

Editor Conductor:

The annual election of Div. 49 was held Dec. 28, and the following officers elected: Bro. Sam'l. Paul, C. C. and Delegate; Bro. W. A. Soars, A. C. C.; Bro. H. H. Brewer, S. C.; Bro. Frank Vincent, J. C.; Bro. S. W. Palmer, S. & T.; Bro. H. Reid, I. S.; Bro. H. A. Roberts, O. S.; Division Committee, Bro. H. A. Roberts; Chairmen, Bros. Frank Vincent and Ed. Jarvis. The division is in what we think a first-class condition and is getting new members as fast as they become eligible, and has a membership of seventy-five in number. I would like to see the following changes made at our next Grand Division. The first and most important is that a constituted majority shall rule in all things; second, that class A in insurance be made three thousand dollars, assessment two dollars; class B fifteen hundred dollars, assessment one dollar; and all new members joining the Order take one of the above policies, which I think would do away with a great many of the begging letters that are sent broadcast among the members of the Order for the widow and children of some unfortunate brother that may meet with an accident or death; third, that members should be compelled to take transfer cards and join the nearest division where they may be employed, thereby gaining benefits for themselves and also for the division they join, which could not be obtained were they not active members. I think six months is sufficient time for any member to ascertain whether he is permanently located, and if so, he should belong to the division where he is employed; fourth, that there should be a general grievance committee on each system of railroad and there should be laws in our constitution providing for and governing this committee; fifth, I want to see our grand officers members of the Supreme Council. In unity there is strength and this is the way to gain it. We made the first step at Rochester and let's keep onward and upward until we gain the top of the ladder, and I think from information I have received that we are in a good way to get to the top of the ladder if we will just pursue the course that we have started.

A committee of the trainmen, accompanied by Bro. Clark and Mr. Wilkinson, Grand Master of

B. of R. T., met with the officers of the Wabash railroad and perfected a schedule for the Wabash system, although we did not get all we asked, we have got a good schedule considering the condition of business at the present time. Our thanks are due to Bro. Clark and Mr. Wilkinson for their assistance, and also to the officers of the Wabash for the courteous treatment we received from them while in St. Louis.

Yours in P. F., 49.

TORONTO, Jan. 10, 1891.

Editor Railway Conductor:

The seventh annual ball of Toronto Division No. 17 held in "Webb's Parlors" on the evening of December 30, 1890, was one of the most successful in the history of the Order of Railway Conductors in this city.

When the grand march opened at 9:30 with the O. R. C. circle following, it was almost impossible for the conductors, their wives, "aunts," "cousins," and the "cons" sweethearts and our "guests" to make a move in the grand march, but owing to the very able management of the floor by John Morrison, P. McMahon and W. Hasard, the seventh annual has *never been surpassed*.

The time card called for thirty numbers and all of the "Regulars" started on time with a few "specials" following. Owing to the extra number of trains arriving at this point on this occasion and thinking the "despatchers" might have some trouble in making good crossings, Asst. Supt. Williams and Jameson of the C. P. R. and Asst. Supt. Lutterell of the G. T. R. with their Train Masters W. K. Thompson and P. P. Lynch decided to cancel "all" trains in connection with this event then and there. It is necessary to say that J. Spragge of the B. of L. E., J. Mahoney of the B. L. F., Wm. Barclay of B. R. T., I. Findlay of the S. M. A. & B. A., sanctioned this Order.

Letters of regret were received from all the prominent railway people in connection with the C. P. R. and G. T. Railways, also from all of our Grand Officers of the Order.

The ball room was beautifully decorated with colored lights and other emblems of our Order.

Special transparent portraits of Sir Jos. Hickson, W. C. VanHorn, T. G. Shaughnessy, W. Wainwright, E. P. Hannaford and other officials were tastefully arranged by Mr. N. Piper, Railway Signal M'fg Co.

The ball was attended by about 250 couples, composed of some of the most prominent people in the city, and when the call came, "all aboard for the dining car," every one that came out had a smile that said, "Well done, good Mr. Webb."

We noticed broad "grins" on the faces of Brothers Purdon, Stewart, Hoskin, Carter, Hill and Matthews, also Chairman Hall and Treasurer Mitchell were smiling. Whether the pleasant smiles were caused by the "good things" they had partaken of or that the "lady's joy" had dazed them I cannot say and will leave them to answer for themselves.

Agents Gormly, Beck and Radcliff of the Union Station were present and enjoyed themselves very much.

Yours in P. F.,

"STANLY."

CHICAGO, Jan. 31, 1891.

Editor Railway Conductor:

I wish to put myself on record through "Our Journal" as being heartily in favor of Federation. When I look at the several organizations of railway men I cannot but feel how weak we all are in comparison to what we would be were we federated. "Together we stand, divided we fall."

Almost every instance where there has been any contest with railway companies the men have come out of the battle financially worse off. There is only one thing that we have gained, and that is a knowledge of our absolute weakness to cope with our employers. We must get together closer than we have been in the past, bury our own personal differences and allow no contention throughout our ranks unless it is that contention or, rather, noble emulation of who of us can best work and best agree. When one of our organizations are compelled to abandon their post to preserve their honor or bread and butter, there are generally some others who are not in sympathy with them and consequently ready to take their situations, thereby losing to the men their situations, with little or no inconvenience to the railway officials. This being so, it has a great tendency to make our officers overbearing in their demands; also crows down the "great American" spirit in us, and consequently we put up at first with all sorts of burdens, which being quickly noticed by the officials leads them to continue in heaping burdens upon us until they become unbearable and then, there is a strike with results as heretofore stated. Now then, I contend if conductors, brakemen, engineers and firemen were cemented together as one organization, through the means of Federation, our strength would be apparent to railroads who employ us, and our treatment would be of that kind that is always accorded to the rear end of a mule, viz., kind and considerate, because knowing our strength they would immediately compare their own with it. But alas! finding their strength was erected upon our weakness they would not

care to further antagonize us, and consequently strikes and other eruptions in our ranks would be a thing of history.

I have that love and confidence in my Brothers that I know they would not abuse the power vested in them through Federation. The power of the organizations as they now are organized is just this: a soldier at war without a gun. So far as I have been able to observe, officers of railroads keep on hand, scattered through the ranks of their trainmen, green men. In almost every instance where these men are employed, there could just as easily have been gotten old men who have been in the service before. But new men are almost invariably given the preference. Why? Just because it is to these corporations' interests to make as many men as possible in the business, for they do not know when they will want them to "scab" for them or assist them by their presence, looking for jobs, &c., to grind down wages. Conductors of today must run their trains and also a "kindergarten" for the instruction of "novices" who are turned loose to shift for themselves at our expense. I sometimes think that if there were not a "new man made" by us for ten years we would get the supply down somewhere near the demand.

I will close hoping in the far-off future my hopes will be realized and then we may receive wages our due.

Yours in P. F.

F. S. S.

CAMDEN, N. J., Jan. 22, 1891.

Editor Railway Conductor:

At the last meeting of Camden Division 170, I was selected as the correspondent of THE CONDUCTOR. I will therefore make my initial bow to the readers of our excellent journal and ask of them both mercy and favor; mercy from those Brothers who may be made *tired* by reading this letter, and from all my good Brothers the favor of living the very short while it may be before Camden Division 170 realizes the mistake it has been in selecting me to represent them.

But I cannot complain, as it was a unanimous election, and I receive a salary equal to that of our secretary and treasurer, and by the way I think our worthy Brother Ancker has received the munificent salary of *thanks* for about six years valuable services, and for this reason I presume, Brother Ancker is a hearty supporter of the "change of policy," as he sees in it an opportunity to obtain his rights.

To those Brothers who have been unfortunate enough to have visited our division I would say: "We are not saying much, but sawing wood," and would be glad to see any visiting Brother at any time. We now hold three meetings each

month; the first and third Sundays at 1:30 p. m., and the last Monday at 10:30 a. m. We are receiving our share of new applicants for membership.

In regard to matters that I see mentioned in THE CONDUCTOR, such as federation, insurance, biennial sessions, &c., permit me to say, that from what I have heard in our division we feel about thus: that we are in favor of system federation, from the fact, that railway officials prefer to and will do more for its immediate employes than for others, and we propose to do all in our power to have the necessary legislation looking to that end. As for insurance, we believe that a liberal policy in regard to disability is for the best interest of the department and its members, and that when a man is permanently disabled in any manner, that is the time he needs this benefit to enable him to enter into some business to keep the wolf from the door. My own individual opinion on insurance I gave you in a letter awhile ago, and which I hope has not found its way to the waste basket, but will be published in good time. As for biennial sessions, we are decidedly in favor of them, provided, the officers are elected for two (2) year terms, as we wish to have the opportunity of voting often to re-elect good officers and an early opportunity to defeat an unsatisfactory one. In regard to the general outlook, and position of our Order in this vicinity my personal opinion is, that it never was as good as to-day, all members and divisions working in harmony and for the best interests of all.

Now for a little of the individual history of our members. Our Past Chief Conductor, Bodine, is now a member of the fire department, and the agility he displays in running up and down the ladders, and over the burning buildings, has made several of our older city firemen quite jealous.

Our Chief Conductor Clark, is a formidable candidate for mayor, owing no doubt to his aldermanic appearance. Brother Slocum is still fond of *veal*. "Senator" Stewart since he made his famous speech on free coinage has been elected Outside Sentinel. We have recently added to our membership that well-known gentleman, "Mr. Bowser," and in consideration of his escaping with his life, he passed around the cigars.

Grand Chief Conductor Clark has not paid us that promised visit yet. We have hired the largest hall in the city, to give all an opportunity to hear his famous lecture on "Actual Experience as a *Morman*."

For fear that patience ceases to be a virtue with you, I will close by saying, I am,

Fraternally in P. F.,

L. E. SHEPPARD.

FITCHBURG, Jan. 19, 1891.

Editor Railway Conductor:

If you will kindly bear with my feeble efforts, I will acquaint you with the fact that E. A. Smith, Division 146, still exists. We are adding new members to our ranks quite rapidly. At this date we have five on the anxious seat, with others to follow in their wake. The contents of your journal, I assure you, is eagerly perused by me. From its columns I learn much of former associates, some of whom, more fortunate than others, have risen to the top round of the ladder of fame, contented and happy, the fruits of strict attention to duty, many of which are now seated in important and lucrative positions, "monarchs of all they survey."

We have a membership of about fifty, and I regret that among our pleasant circle of Brothers, not one, since I have become a member of the Order, has thought enough of their less talented Brothers to represent this division by a brief article in your valuable book. We can boast of a goodly share of talent and wit within our ranks, but sorry am I to acknowledge, the talent is, has been, and I fear will be dormant within them, while their wit flows most fluently when assembled at meetings. Even then their object point of conversation dwells upon the following topics, viz: How many hours over time did you make your last trip? How many times did you get stalled going west? How long were you climbing Ashburnham Grade? Who knocked out 30 two hours last night? and matters of this kind which should be spoken of in open air, for many within sound of their voices when they have arrived at their terminal, do not wish to be bored with chaff of that kind, and would gladly toss it to the breeze. What we would like of the members of 146 is for them to wake to duty! We solicit their presence at every meeting, and by so doing give cheer to those who are ever present, no matter how the wind blows, tendering every assistance within their reach to press onward to success. How gratifying would this be to all concerned. Come to the front Brothers of 146, we have important business before us waiting your presence. Do not allow matters of vital importance to longer suffer on account of your absence. Step in and lend us a hand at once.

Yours in P. F.,

E. E. P.

DICKINSON, N. D., Jan. 21, 1891.

Editor Railway Conductor.

At a special meeting of the Grand Div. held at Dickinson, Jan. 21, 1891, A. B. Garretson, G. C. C., Div. 53; A. E. Anderson, A. G. C. C., Div. 191; John Rapelje, G. S. C.; Div. 101; M. L.

O'Brien, G. J. C., Div. 191; Wm. Gallagher, G. S. & T., Div. 39; Elias White, G. I. S., Div. 121; Ed. Nichols, G. O. S. Div. 106. Division opened in due form for the purpose of organizing Div. 273. Members present: A. L. Nichols, Div. 42; George Ott, Div. 191; George Hall, Div. 243.

The obligations were administered to the following: Chas. Smith, C. F. Wilde, H. E. Hagerman, H. McKeever, C. H. Klinefelter, S. P. Cota, E. J. Shea, J. L. Veeder, J. C. Haskins. The work was exemplified most satisfactorily to all present by Bro. A. B. Garretson, and all present were highly pleased with his style and the form and manner in which he acquitted himself.

It was decided unanimously that the division be named Dickinson Div. No. 273. Bro. John Rapelje and Bro. A. E. Anderson were appointed tellers, and the election of officers proceeded with: For C. C., Bro. Wm. Gallagher received 14 votes and was declared duly elected to the office of Chief Conductor for the ensuing year. Bro. S. P. Cota received 14 votes and was declared duly elected to the office of A. C. C. Bro. H. E. Hagerman received 14 votes and was declared duly elected to the office of S. & T.; Bro. H. McKeever received 14 votes and was declared duly elected to the office of Sr. C.; Bro. C. H. Klinefelter received 14 votes and was declared duly elected to the office of J. C.; Bro. Elias White received 14 votes and was declared duly elected to the office of I. S. Bro. C. F. Wilde received 14 votes and was declared duly elected to the office of O. S. Bros. J. S. Veeder, Charles Smith and George Ott were unanimously chosen as members of the Executive Committee. Bro. Veeder drew the short term, Bro. Smith the two year term, Bro. Ott the three year term. Bro. A. L. Nichols was the unanimous choice of the division for Delegate to the Grand Division. Bro. Wm. Gallagher was chosen as Alternate to the Grand Division. The division decided to hold their meetings the second and fourth Fridays of each month at 2 o'clock P. M. in Odd Fellows hall. Bro. Rapelje was appointed Marshal, and the officers of the new division were duly installed, when Bro. Garretson closed the division for the purpose of refreshments.

Yours in P. F.,

WM. GALLAGHER.

WILKES BARRE, Jan. 15, 1891.

Editor Railway Conductor:

Having a little time to spare to-day I looked over my insurance receipts and I find my first assessment was for No. 44, which notice I got Sept. 20, 1885. I have been very careful to keep them paid up ever since. The present assessment No. 218 makes 174 with the total sum paid in one hun-

dred and eighty dollars for sixty-five months, or more plainly speaking, five years and five months. Now some say it is so high is the reason they do not belong to the insurance. Well, it is worth that much alone to know that I have been one of the Brothers that have assisted each of the 174 unfortunate Brothers and their families, besides the great pleasure it gives me. (The Brother has assisted 282 widows and disabled Brothers.—ED.) Every day that I leave home to go on my train I think, well, now, this may be my last, and one thing my wife and two children will have something to keep the wolf from the door for a while, at least. Brothers, you with a family, especially, reflect upon it. I think a man that neglects to provide for his family is not a man to be respected, when he will go along day in and day out looking to nothing but a good time when less than ten cents a day will protect his weak little family from the cold charity of the world. I have heard some say, yes, I will join after awhile. I am young yet; I cannot afford to this month. Three dollars is a good deal of money. I have seen that same man go up town and spend five dollars before he went out and had a big time. Now, to give you my idea, I have paid one hundred and eighty dollars for five years. Suppose I live for twenty-five years more I would then be over sixty-five years; I would, in those thirty years, have paid in one thousand and eighty dollars, which I can assure you I will be most happy to do, and think that fourteen hundred and twenty dollars is very good interest on my money invested. Now, my views in regard to some of the Brothers not wishing to get a medical examination, I would say that I think at the next convention that all members of the O. R. C. now in good standing be granted a certificate in the insurance department providing they take it out between the first of June and the first of August without medical examination, and that if not taken out in the time specified they cannot come in after, unless they go through a rigid and strict medical examination afterwards, and that new members after taking their third degree shall be instructed by the Chief Conductor that if they wish to take out a policy in the insurance department they can do so at that meeting only, or, after that, they also will have to go through a strict examination by at least two doctors well and favorably known. It should be made so hard to get in after they have all been forewarned that it will be impossible for them to get in when they expect to die of old age, and I think also that the clause should read when disabled from running a train.

Yours truly in P. F.,

T. A. GARRETY.

Jan. 12, 1891.

Editor Railway Conductor:

Acting under dispensation as D. G. C. C., I, with the able assistance of Bro. W. D. Steese, of Div. 130, organized and put into working order Waukesha Div. No. 259 of the Order of Railway Conductors on the evening of Sunday, January 7, 1891, and here hand you my report of the same. Ira Yantis, C. C.; F. G. Webb, A. C. C.; W. I. Bush, S. & T.; John M. Thompson, Senior Conductor; George W. Clark, J. C.; N. D. Austin, I. S.; R. C. Hooley, O. S.; Ira Yantis, Delegate; G. F. Webb, Alternate; A. D. Finch, Chairman, one year; F. G. Webb, two years and C. F. Merrill, three years; Division Committee, John M. Thompson, Insurance Agent; C. F. Merrill, Magazine Agent, and Ira Yantis, Correspondent. Thanking you for your efforts in getting this division organized and for the unexpected honor conferred upon myself, I will close, wishing all manner of success to the noble O. R. C., its officers and members wherever dispersed.

Yours truly in P. F.,

IRA YANTIS,

D. G. C. C.

BRADFORD, Pa., Jan. 23, 1891.

Editor Railway Conductor:

Dear Sir:—At a regular meeting of Bradford Division No. 200 the following officers were elected for the ensuing year: G. C. Fagnan, C. C.; F. M. Brown, A. C. C.; W. T. Bogart, S. & T.; D. O. Robinson, S. C.; I. H. Kissell, J. C.; D. G. Lane, I. S.; F. L. Gardner, O. S.; Delegate to Grand Division to St. Louis, W. T. Bogart; Alternate, William Drake. G. C. Fagnan, C. C. address, 65 Kennedy street, Bradford, Pa. W. T. Bogart, S. & T., address, 33 Jefferson street, Bradford, Pa.

Yours truly in P. F.,

W. T. BOGART, S. & T.

CHAPEL HILL, N. C., Jan. 4, 1891.

Editor Railway Conductor:

As I do not run on Sundays, I am sitting by my fireside this gloomy Sunday with my family, and I will try and say something for THE CONDUCTOR. I received a few days ago a complete volume of THE CONDUCTOR for 1890 from some Bro., for which I return many thanks. I hope it may not be long before THE CONDUCTOR will be a regular visitor to each conductor.

Bro. W. S. Witherspoon, of N. C. Division, has been off on a Christmas furlough and reports an enjoyable time.

Bro. James Gilleland, also of N. C. Division, has taken a furlough. He went to look for a

mate for life, but I do not know how he succeeded. His friends hope for the best.

Bro. Geo. N. Waitt is now on the Atlantic & Danville R. R.

Bro. John Galbraith, of Richmond Division, is holding down the Raleigh & Keysville route

Our C. C. is a good one and under his guidance we expect our division will prosper. We now have about twenty-five members, and new members coming in at each meeting.

Yours Truly in P. F.,

F. C. SMITH,
Raleigh Div. 264.

SYRACUSE, Dec. 22, 1890.

Editor Railway Conductor:

Syracuse Division No. 155, held their regular election of officers for the ensuing year Sunday December 21, 1890, resulting as follows:

C. C., J. W. Herriman; A. C. C., J. E. Burton, S. and T., B. Hart; S. C., G. W. Wood; J. C., Wm. J. Cochran; I. S., James McDonald; O. S., J. W. Hawley; Delegate, H. T. Bolles; Alternate, H. H. Darling.

Yours in P. F.,

BYRON HART,
S. and T. Division 155.

TEXARKANA, Dec. 24, 1890.

Editor Railway Conductor:

The following officers have been elected and installed for the coming year, in this division:

Frank Paul, C. C.; F. F. Evans, A. C. C.; S. S. Engle, S. C.; W. Trigg, J. S.; John Taif, I. S.; T. S. Mahony, O. S.; John Carmichael, S. and T.; John Carmichael, Delegate; Frank Paul, Alternate.

Hoping we will make a better showing in the future than we have done in the past,

I remain yours in P. F.,

JOHN CARMICHAEL.

MOBERLY, Mo., Jan. 26, 1891.

Editor Railway Conductor:

At our election of officers the following were elected: C. C., Sam Paul; A. C. C., W. A. Sours; Secretary, Seth Palmer. Sr. C., H. H. Brewer; Jr. C., F. W. Vincent; I. S., Harry Reid; O. S., H. A. Roberts; Delegate, Sam Paul; Alternate, Ed. Jarvies. Meet every Monday at 1 o'clock P. M. in Hannah's Hall.

Yours in P. F.,

SETH PALMER.

ALLIANCE, O., Jan. 11, 1891.

Editor Railway Conductor:

Alliance Division 177, at their last regular meeting in December, elected the following officers for the ensuing year:

F. Fisher, C. C.; R. S. Kaylor, A. C. C.; M. R. Mathews, S. and T.; H. H. Hoyer, S. C.; G. H. McKinley, J. C.; W. W. Shaffer, I. S.; T. A. Kaylor, O. S.; M. R. Mathews, Delegate to Grand Division 1891; T. H. McKinley, Alternate; Division Committee, H. H. Hoyer, 2 years; M. R. Mathews, 1 years; J. C. McHenry, 3 years.

Let us try and make our work more diligent and prosperous for the year 1891 throughout the country,

F. M. FOSTER, Correspondent.

BOSTON, Jan. 3, 1891.

Editor Railway Conductor:

At a special meeting of Boston Division 122, held at K. of H. hall, December 28, 1890, the following officers were elected and installed for the year, beginning January 1, 1891.

C. C., C. D. Baker; A. C. C., W. A. Boynton; S. and T., F. E. Hill; S. C., A. W. Chandler; J. C., R. A. Murry; I. S., S. B. Flagg; O. S. Joe H. Josselynn; Delegate, C. D. Baker; Alternate, A. E. Holden; Division Committee, W. H. Scott, three years.

Yours in P. F.,

F. E. HILL,
S. and T. Division 122.

DENISON, Tex., Jan. 13, 1891.

Editor Railway Conductor:

At the annual election of officers of Lone Star Division No. 53, the following were elected: C. N. Knowlton, C. C.; G. W. Crowthers, A. C. C.; C. C. Knight, S. and T.; G. W. Scaler, S. C.; E. D. Kollert, J. C.; Jno. Dolan, I. S.; C. B. Smith, O. S.; J. S. Telfair, A. L. Dain and Jno. Dolan, Division Committee; C. N. Knowlton, Delegate to Grand Convention; A. L. Dain, Alternate; W. A. Reiman, correspondent to THE CONDUCTOR.

Division No. 53 is in flourishing condition, with 158 members, and several candidates in sight. I remain yours in P. F.,

C. C. KNIGHT, Sec.

BOONE, Ia., Jan. 25, 1891.

Editor Railway Conductor:

At a regular meeting of Boone Division No. 34, held today, the following resolution was unanimously adopted:

Resolved, That this division tender a vote of thanks to Boone Division No. 6. B. of L. E., Connecting Lodge No. 25, B. of L. F., Kate Shelly Lodge No. 204 B. of R. T., and Boone Lodge No. 101, S. M. A. A. for their presence and assistance at the obsequies of our deceased Brother, James R. O'Neil. Also present each division or lodge with a memorial card containing resolutions on our departed Brother's death.

W. B. PARKIN, Sec.

CHICAGO, Jan. 13, 1891.

Editor Railway Conductor:

Division 41 held their annual election of officers, Dec. 28th, which resulted as follows:

F. Z. Wagner, C. C.; G. D. Cruely, A. C. C.; John Dunbar, S. and T.; E. S. Ellis, S. C.; J. L. Servis, J. C.; D. H. Kroy, I. S.; St. Clair Roberts, O. S.; John Dunbar, Delegate; G. D. Cruely, Alternate; J. R. Oliver, member of Executive Committee.

Yours in P. F.,

JOHN DUNBAR,
S. and T. Division 41.

GRAND RAPIDS, Dec. 30, 1890.

Editor Railway Conductor:

At a regular meeting held Sunday, December 28th, Oatley Division No. 102, O. of R. C., elected the following officers for the ensuing year:

C. C., F. Volkert; A. C. C., B. A. Oatley; S. and T., S. H. Wallize; S. C., T. M. Clark; J. C., F. Tomlinson; I. S., J. W. Draa; O. S., F. Hilbert; Delegate to the Grand Division, F. Volkert; Alternate, B. A. Oatley; Trustees, S. H. Wallize, J. A. Smith and F. H. Lamkins.

Yours truly in P. F.,

S. H. WALLIZE, Sec.

FARGO, Dakota, Jan. 16, 1891.

Editor Railway Conductor:

Fargo Div. No. 72 held its annual meeting for election of officers on Dec. 28th, resulting as follows: C. C., Bro. O. S. Humes; A. C. C., Bro. V. R. Neal; S. & T., Bro. M. S. Walsh; S. C., Bro. Chas. Wheeler; J. C., D. B. Reid; I. S. S., F. R. Sloan; O. S. S., B. H. Kress; Delegate, A. L. Carey; Alternate, J. H. Trotter; Bro. A. L. Carey elected as Correspondent.

Yours truly in P. F.,

M. S. WALSH,

Sec. & Treas.

FORT SCOTT, Kansas, Dec. 22, 1890.

Editor Railway Conductor:

Fort Scott Division 165, held its annual election of officers December 21st, 1890, and elected the following:

W. C. Long, C. C.; C. B. Thompson, A. C. C.; J. A. Slaight, S. and T.; T. L. Myers, S. C.; J. J. Kevil, J. C.; L. N. Dillon, I. S.; Roy Souter, O. S. Delegate to Grand Division Past Chief Conductor W. H. Churchill; Alternate, J. A. Slaight.

We had a large number at the meeting and all took great interest in the work. We have hard work ahead of us this coming year, there is so much to do that ought to be done to make a success.

J. A. S.

CHANUTE, Kansas, Jan. 20, 1891.

Editor Railway Conductor:

At the regular meeting of Chanute Div. 265, Sunday, Dec. 28, 1890, the following officers were elected for the ensuing year: E. A. Taylor, C. C.; Geo. E. Carroll, A. C. C.; P. Farrell, S. & T.; Wm. H. Latimer, S. C.; Geo. T. Bridge, J. C.; F. E. Bennett, I. S.; Chas. H. Renney, O. S.; Delegate to Grand Div., Geo. E. Carroll; Alternate to Grand Div., Frank E. Bearnett; Division Committee, Frank E. Bearnett.

Yours truly in P. F.

P. FARRELL, S. & T.

PINE BLUFF, Ark., Jan. 18, 1891.

Editor Railway Conductor:

I herewith furnish you a list of officers for the coming year: C. C., J. H. Niemeyer, box 88, Pine Bluff; A. C. C., L. M. Martin; Secretary and Treasurer, T. O. Cooke, box 160 Pine Bluff; S. C., J. W. Enlon; J. C., B. F. Young; I. S., P. B. Field; O. S., Robt. Doyle; Delegate, W. H. De-france, Jonesboro, Ark; Alternate P. B. Field, Pine Bluff. Division moving along in good shape.

Yours truly in P. F.;

T. O. COOKE,

Sec. & Treas.

TRINIDAD, Colo., Jan. 7, 1891.

Editor Railway Conductor:

At our annual election, held Dec. 21, 1890, the following officers were elected for the ensuing year: W. E. Gorman, C. C.; J. W. Gilbert, A. C. C.; E. S. Mabie, S. and T.; H. T. Barrett, S. C.; S. A. Leonard, J. C.; John Moran, I. S.; D. D. Myers, O. S.; Geo. C. Bateman, Delegate to Grand Division; W. E. Gorman, Alternate.

T. W. LALLY,

W. E. GORMAN,

E. S. MABIE.

} Div. Com.

Editor Railway Conductor:

Officers were elected by Division No. 232, as follows: D. W. Pollard, C. C.; J. C. Twombly, A. C. C.; Jno. Van Valkenburg, S. C.; H. A. Durkee, J. C.; H. A. Shaffer, I. S.; Chas. Graham, O. S.; W. W. Flack, S. and T.; W. W. Flack Delegate; J. P. Steadman, Alternate.

DULUTH, Jan. 5, 1891.

Editor Railway Conductor:

Brainerd Division No. 197 has elected the following officers: M. Hannon, C. C., Duluth, care Merchants Hotel; Fred Whittle, A. C. C.; E. S. Richards, S. and T., 1819 West 1st street; D. H. Williams S. C.; Geo. W. Carnell, J. C.; J. Macomber, I. S.; H. J. Mickley, O. S. M. Hannon was elected Delegate to the Convention, and

E. Richards, Alternate. Whittle and Richards were elected as executive committee.

Yours in P. F.,

E. S. RICHARDS,
S. and T.

Editor Railway Conductor:

At our election for officers for the year 1861, the following were chosen: C. C., W. H. McGraw; A. C. C., E. J. Cameron; S. and T., W. H. Norrie; S. C., A. S. Gates; J. C., J. E. Nelson; Delegate, J. W. Hilby; Alternate, E. J. Dumphey.

Yours in P. F.,

W. H. NORRIE,
Div. 178.

CUMBERLAND, MD., Dec. 28, 1890.

Editor Railway Conductor:

As I have not seen anything from Cumberland Division No. 263, I will endeavor to give you a few lines. Our division is young but it is in a thriving condition. We have about twenty-five members all made out of the best of material, and more coming in all the time. We had our annual election today and will give you the names of the newly elected officers: Bros. D. Lechlitter, C. C.; W. W. Dunlap, A. C. C.; L. L. Dumire, S. and T.; J. S. Knee, S. C.; J. W. Miller, J. C.; W. T. Dixon, O. S. The division then elected R. D. Schull, our worthy retiring C. C., a delegate to the next Grand Division and Bro. D. Lechlitter alternate. The Brothers are all true and loyal and will, we think, make good officers. I will give you some of the names of our conductors on the road. First, are the boys that wear the blue, D. Lechlitter, R. D. Shuill and Taylor Watson; those on freight are J. W. Miller, John Knee, John Dunlap, W. T. Dixon, Dent Buzzard, Bunk Brown, J. D. Holland, Billy Kalbaugh and Lee Adams. But of all those none beats our jolly good natured old friend and Brother, R. D. Shuill; he seems to be a favorite especially among the ladies.

I will close for this time as this will probably tire you before you get it in the CONDUCTOR; that is if you think it worthy, and if not consign it to the waste basket.

Yours in P. F.,

L. L. D.

Editor Railway Conductor:

The following named officers have been selected for Division No. 36: C. C., W. H. Fawcett; A. C. C., W. S. Ammon; S. and T., E. C. Mattes; S. C., Cal Groves; J. C., M. T. Slack; I. S., G. A. Cullen; O. S., W. R. Harness; Delegate,

H. J. Stanley; Alternate, H. W. Bartlett; member of division committee, Wm. Patten.

We have seventy-three members and the division is flourishing. I believe the Order is on the eve of a rapid advance in this part of the country, though here in Pueblo we are in the hot-bed of treason to the Order. Several of the old members of this division, former members of this division, are officers in the B. of R. C. and are using every effort to gain accessions to their ranks, by either fair means or foul, and using every opportunity to slander members of the Order and the Order in general.

Yours in P. F.,

DES MOINES, IA., Jan. 10, 1891.

Editor Railway Conductor:

Des Moines Division No. 38 held their annual election of officers on Sunday Dec. 28, for the year 1891. The following Brothers were elected: C. C., E. J. Cavanaugh; A. C. C., W. H. H. Daugherty, S. and T., H. Case; S. C., G. Fox; J. C., N. B. Evans; I. S., E. G. Warf; O. S., C. F. Tuttle; Del., Howard Case; Alt. Jas. A. Taylor; Trustee, W. H. H. Daugherty. All being present installation followed and the new officers took charge of the division. All officers except Bro. Case are Brothers who have Sunday lay overs in Des Moines and Division 38 expects to see every station filled by a regular officer at every regular meeting. We feel that we are imposing on our worthy Sec. and Treas., Bro. Case, as he frequently dead heads from Council Bluffs and back to attend a meeting. But we know a good thing when we see it and while he submits to the will of a constituted majority the Brothers mean to hold him. At the close of the meeting a vote of thanks was tendered our retiring C. C., Jas. A. Taylor, for the able manner in which he conducted the division in the past year; hoping the present will be as pleasant and profitable as the past.

I am yours in P. F.,

E. J. CAVANAUGH.

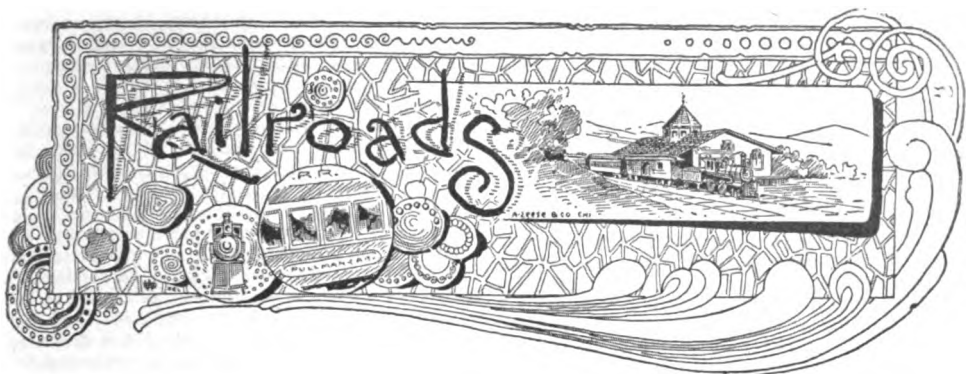
LEADVILLE, Col., Jan. 23, 1891.

Editor Railway Conductor:

At a regular meeting of Mount of Holy Cross Division No. 252 held in K. of P. hall, Dec. 21, the following officers were elected: C. C., W. C. Cooper; A. C. C., L. A. Swigleton; S. & T., D. F. McPherson; S. C., C. L. Gilbert; J. C., S. S. Smith; I. S., W. Henderson; O. S., W. H. Harrison; Delegate to Grand Division, R. C. Bowdish; Alternate, E. L. Dunn.

Yours truly in P. F.,

D. F. McPHERSON.



CO-EMPLOYE LEGISLATION,

The following is the full text of bills introduced in the legislature of Indiana, Illinois and Colorado.

By Representative Inman:

Section 1. Be it enacted by the General Assembly of the State of Indiana, that every railroad or other corporation, except municipal, operating in this State, shall be liable in damages for personal injuries suffered by any employe while in its service in the following cases:

First—When such injury is suffered by reason of any defect in the condition of ways, works, plant, tools or machinery connected with or in use in the business of such corporation, when such defect was the result of negligence on the part of the corporation or of some person intrusted by it with the duty of keeping such ways, works, plant, tools and machinery in proper condition.

Second—Where such injury resulted from the negligence of any person in the service of such corporation, to whose orders or directions the workman at the time of the injury was bound to conform and did conform.

Third—Where such injury resulted from the act or omission of any person done or made in obedience to any rule, regulation or by-law of such corporation or in obedience to particular instructions given by any persons delegated with the authority of the corporation in that behalf.

Fourth—Where such injury was caused by the negligence of any person in the service of such corporation who has charge of any signal, telegraph office, switch-yard, shop, round-house, locomotive engine or train upon a railway, or where such injury was caused by the negligence of any person, co-employe, or fellow-servant engaged in the common service in any of the several departments of the service of any such corporation, the person so injured obeying or conforming to the orders of some superior at the time of such injury having the authority to direct: Provided, that in all cases under this act the person injured must show himself without negligence contributing to produce the injury; but nothing herein shall be construed to abridge the liability of the corporation under existing laws.

Sec. 2 That the damages recoverable under this act shall be commensurate to the injury sustained, unless death result from such injury,

when in such case the action shall survive and be governed in all respects by the law now in force as to such actions: Provided, that where any such person recovers a judgement against a railroad or other corporation, and such corporation takes an appeal to a Supreme Court of this State, and pending such appeal the injured person dies, and the judgement rendered in the court below be thereafter reversed, the right of action of such person shall survive to his legal representatives.

Sec. 3. That in case any employe shall receive any injury by reason of any defect in any of the ways, works, tools, plant or machinery connected with or used in the business of such corporation, such corporation shall be deemed to have had knowledge of such defect before and at the time such injury was so sustained, and when the fact of such defect shall be made to appear in the trial of any action in any of the courts of this State, brought by any such employe or his legal representative against such corporation for damages, on account of injuries received, the same shall be prima facie evidence of negligence on the part of such corporation.

Sec. 4. In case any railroad corporation which owns or operates a line extending into or through the State of Indiana, and into or through another or other States, and a person in the employ of such corporation, a citizen of this State, shall be injured as provided in this act, in any other State where such railroad is owned or operated and a suit for such injury shall be brought in any of the courts of this State, it shall not be competent for such corporation to plead or prove the decisions or statutes of the State where such person shall have been injured, as a defense to the action brought in this State.

Sec. 5. That all contracts made by railroad or other such corporations with their employes, or rules and regulations adopted by any such corporation, releasing or relieving it from liability to any employe having a right of action, under the provisions of this act, are hereby declared null and void.

Sec. 6. Whereas, an emergency exists for the immediate taking effect of this act, the same shall be in force from and after its passage.

By Representative Burns:

A bill for an act to define and establish the lia-

bility of railroad corporations for injuries by and to their fellow servants.

Section 1. *Be it enacted by the people of the State of Illinois, represented in the General Assembly.* Whenever any railroad corporation, operating any railroad in this State, shall have in its employ two or more fellow servants, co-employés, or agents who shall be, by the nature of their employment, habitually associated and jointly engaged as such in the same line or branch of railroad service, connected in any manner with the use and operation of its railroad in and about its business as a common carrier of passengers and freight, and one of such fellow servants, co-employés, or agents shall be injured or killed by reason or in consequence, wholly or in part, of the wrongful or negligent act or default of another of them, occurring in and about the latter's performance of his part of such branch or line of such railroad service in, or in any manner connected with, such use and operation of said railroad in and about its business as such common carrier of passengers and freight; and such wrongful or negligent act, or default is such as would have entitled the said party injured; or in case of his death, his personal representative, for the benefit of his widow and next of kin, to have maintained an action against such railroad corporation, and to have recovered therein damages in respect of such injuries or death, had the party so injured not been such fellow servant of the party so causing such injury, then and in every such case such railroad corporation shall be liable to an action for damages for such injury at the suit of such injured servant, employé or agent, or in case of his death, at the suit of his personal representative, as aforesaid, for the benefit of his widow and next of kin, as if the relationship of fellow servant had not existed, between the party so injured or killed and the party so causing his injury or death; and no rule, regulation or contract between such corporation and any servant, employé or agent thereof, shall impair or diminish such liability of such corporation.

Sec. 2. Whereas an emergency exists, therefore this act shall take effect and be in force from and after its passage.

By Representative Van der Weyden:

A bill for an act for the protection and relief of railroad employés, forbidding certain rules, regulations, contracts and agreements, and declaring them unlawful; declaring it unlawful to use cars or locomotives which are defective, or defective machinery or attachments thereto belonging, and declaring such corporation liable in certain cases for injuries received by its servants and employés on account of the carelessness or negligence of a fellow-servant or employé. *Be it enacted by the general assembly of the state of Colorado:*

Sec. 1. That it shall be unlawful for any railroad or railway corporation or company owning and operating, or operating, or that may hereafter own or operate a railroad in whole or in part in this state, to adopt or promulgate any rule or regulation for the government of its servants or employés, or make or enter into any contract or agreement with any person engaged in or about to engage in its service, in which, or by the terms of which such employé in any manner, directly or indirectly, promises or agrees to hold such corporation or company harmless on account of any

injury he may receive by reason of any accident to, breakage, defect or insufficiency in the cars or machinery and attachments thereto belonging, upon the cars so owned and operated, or being run and operated by such corporation or company, being defective, and any such rule, regulation, contract or agreement shall be of no effect. It shall be unlawful for any corporation to compel or require, directly or indirectly, an employé to join any company association whatever, or to withhold any part of an employé's wages or his salary for the payment of dues or assessments in any society or organization whatsoever, or demand or require, either as a condition precedent to securing employment or being employed, and said railroad or railway company shall not discharge any employé because he refuses or neglects to become a member of any society or organization; and if an employé is discharged he may at any time within ten days after receiving a verbal or written notice of his discharge, demand the reason of said discharge, and said railway or railroad company thereupon shall furnish said reasons to said discharged employé in writing. And no railroad company, insurance society or association, or other person, shall demand, accept, require or enter into any contract, agreement or stipulation, with any person about to enter, or in the employ of any railroad company whereby such person stipulates or agrees to surrender or waive any right to damages against any railroad company thereafter arising for personal injury or death, or whereby he agrees to surrender or waive, in case he asserts the same, any other right whatsoever, and all such stipulations and agreements shall be void, and every corporation, association or person violating, or aiding or abetting in the violation of this section shall for each offense forfeit and pay to the person wronged or deprived of his rights hereunder, the sum of not less than fifty dollars (\$50) nor more than five hundred dollars (\$500), to be recovered in a civil action.

Sec. 2. It shall be unlawful for any such corporation to knowingly and negligently use or operate any car or locomotive that is defective, or any car or locomotive upon which the machinery or attachments thereto belonging are in any manner defective. If the employé of any such corporation shall receive any injury by reason of any defect in any car or locomotive, or the machinery or attachment thereto belonging, owned and operated, or being run and operated by such corporation, such corporation shall be deemed to have had knowledge of such defect before and at the time such injury is so sustained, and when the fact of such defect shall be made to appear in the trial of any action in the courts of this state, brought by such employé or his legal representatives against any railroad corporation for damages on account of such injuries received, the same shall be prima facie evidence of negligence on the part of such corporation.

Sec. 3. That in all actions against the railroad company for personal injury to, or death resulting from personal injury of any person while in the employ of such company, arising from the negligence of such company or any of its officers or employés it shall be held, in addition to liability now existing by law, that every person in the employ of such company actually having power to direct or control any other employé of such company, is not the fellow servant, but superior

of such other employé; also that every person in the employ of such company having charge or control of employés in any separate branch or department shall be held to be the superior and not the fellow servant of employés in any other branch or department in which they are employed.

Sec. 4. In the opinion of the general assembly an emergency exists, and this act shall take effect and be in force from and after its passage.

Railway Fares in Hungary.

THE WORKING OF THE ZONE-TARIFF.

The "Zone-Tariff," as it is called, was put in operation in Hungary on the 1st of August, 1889. It has, therefore, but a brief experience to justify its practicability; but the results thus far have been so remarkable that its success seems to be assured. The method consists of a division of the territory of Hungary into fourteen concentric zones, Budapest, the capital, being the center. The first zone includes all stations within twenty-five kilometers—16½ miles—from the center; the second, all more than 25 and less than 40; all the zones except the first, the twelfth, and the thirteenth are 15 kilometers, or a little more than 9 miles in width; the three named are 25 kilometers in breadth, and the fourteenth includes all stations more than 225 kilometers from the capital.

The fare is regulated by the number of zones which the traveler enters or crosses during his journey. Reducing guldens to cents, the rate is 20, 16, and 10 cents per zone, for first, second, and third class passengers respectively. If one starts from Budapest and crosses three zones he travels, therefore, 55 kilometers, or about 34 miles; if he goes first-class his fare will be 60 cents; if second-class, 48 cents; if third-class 30 cents.

For local traffic, when the traveler does not cross the boundary of any zone, there are special rates; if he goes only to the nearest station, the charges will be 12, 6, and 4 cents; if to the second station from his starting-point, 16, 9 and 6 cents; if to the third station, the full rates of the zone are charged.

The greatest reduction, however, is in the long distance. . . . The increase in the passenger traffic has been very great. For the first eight months of the new system the number of passengers carried was 7,770,876; for the corresponding months of the previous year the number carried was 2,891,332. It may be supposed that this increase was mainly due to the great reduction in the long distance rates. On the contrary, the gain is the largest in the traffic between neighboring stations. Of such passengers there were under the old system 255,000; under the new, 4,367,586.

This vast increase of business has also been accompanied by a substantial increase of revenues. —Century.

The Railway Conductor's Watch.

The necessity of having in his pocket a watch that can at all times be relied upon as being an absolutely perfect timekeeper is thoroughly understood by every railroad conductor, as well as by other railroad men whose duties require them to regulate their movements by exact time. It is with such, therefore, a question of prime import-

ance, where to obtain a watch that will meet their requirements in every respect. Those whose runs take them into the great business centers do not find this an unsurmountable difficulty, but this condition obtains with but comparatively few of those who constitute the great army required to man the thousands of trains that are daily and nightly speeding their way over the complicated net-work of railways that gridiron every available part of the country. The majority of these men are permanently located on runs terminating, at either end, at comparatively small towns, where the opportunity to find a watch such as they cannot afford to be without rarely exists. The consequence is that in many cases they are obliged to send away to obtain an absolutely accurate watch. All such will, we feel assured, thank us for setting them on the right track to find what they want. Many of our readers have, in fact, already enjoyed the advantage of dealing with this firm, for its business announcement has for some time past appeared regularly in this journal, and it is almost superfluous for us to say that those who have once dealt with the house in question become its permanent customers and steadfast friends.

The establishment to which we refer is that of Joseph P. Wathier & Co., 178 W. Madison street, Chicago, and known throughout every part of the country as one of the largest and best in the business. It was established in 1874 and its senior member, Mr. Joseph P. Wathier, to whom life-long experience and thorough business qualifications is due the credit for the unparalleled success of the business, was long prior to that time recognized as being one of the foremost men in this branch of trade.

The business of the firm covers every branch in its line, including manufacturing of every description, resetting diamonds and all other precious stones, society work of every sort, and the repair of fine watches and jewelry of the most difficult nature at wholesale prices. In its wholesale department can be obtained, singly or in large quantities, all kinds of fine watches, clocks, jewelry and precious stones, in every way reliable and at moderate prices.

Blossom (to drummer sitting by open window) —Excuse me, sir, but that open window is very annoying.

Drummer (pleasantly)—I'm sorry, but I'm afraid you'll have to grin and bear it.

Blossom—I wish you would close it, sir.

Drummer—Would like to accommodate you, but I can't.

Blossom—Do you refuse to close that window, sir?

Drummer—I certainly do.

Blossom—If you don't close it, I will.

Drummer—I'll bet you won't.

Blossom—If I go over there, I will.

Drummer—I'll give odds you won't.

Blossom—I'll ask you once more, sir, will you close that window?

Drummer—No, sir; I will not.

Blossom (getting on his feet)—Then I will, sir.

Drummer—I would like to see you do it.



An Old-Time Valentine.

One February midnight, while bright stars
laughed above,

A poet, in his garret, sat rhyming "love" and
"dove";

He drew his gown about him, because the air
was chill;

He wrote of Venus' snowy swans, and dipped
his gray goose quill.

And when the cold east kindled with morning's
rosy fires,

When all the merry sparrows chirped, and
sparkled all the spires,

Appeared a proper bachelor, who could not write
a line

(At least in rhyme), in happy time, to get his
valentine.

He grasped the hand that penned it, with fervor
quite absurd;

He cried "'T is elegant indeed!"—a cheerful
chink was heard,

A silver sound of kissing coins; the poet rhymed
for these,

And yoked his teams of "loves" and "doves"
to bring him bread and cheese.

To seal the precious missive, well pleased the
lover sped;

He sealed it with a heart and dart, extremely
neat and red;

He wrote upon the back a name ('t was Jane, if
tell I must);

He would have liked to sand the same with
diamonds ground to dust.

To knock just like the postman, he used his ut-
most art;

And Mistress Jane came tripping down; she
saw the heart and dart;

Trim Jane, with eyebrows jetty, and dimple in
her chin.

"A valentine? It can't be mine!"—and yet
she took it in.

And she and sister Betty laid by their work
awhile,

And bent their heads above the sheet, and
praised the sugared style;

'Twas all of "roguish Cupids," and "rainbow-
pinioned hours,"

And "golden arrows tipped with flame," and
"fetters made of flowers."

"I vow it's vastly pretty; and yet, my dear, you
see

It says within 'To Chloe'—it can't be meant
for me!

And yet it says without 'To Jane'—I think it
must be mine!"

—Meantime the poet toasted cheese, and
blessed St. Valentine!

—*Helen Gray Cone, in February St. Nicholas.*

Editor Railway Conductor;

Once more I venture to pay you a call. Most
every one nowadays paints a little (not their faces)
and perhaps many more would do so if it were
not that they would be obliged to expend several
dollars for an outfit. I do exquisite water-color
work with Diamond Dyes, using them in all cases
where water colors can be used, and in many
more. The most necessary colors to have are
eosine (pink), crimson, yellow, violet, blue and
brown. You mix blue and yellow for green. A
whole package of any of the above will make a
quart or more of liquid paint. I usually put a
very little dry dye into a small bottle and fill
with warm water. As these colors are very
strong, they require diluting before using. Put
a drop of the dye into a little individual butter
dish and add water to it, a drop at a time, until
the desired shade is obtained. Use camel's hair
brushes, and before applying the dye to any-
thing, press out as much as possible from the
brush. If you desire to paint upon silk or satin,
you must purchase a bottle of Winsor and New-
ton's Chinese White, an opaque water color.
Stamp your design and then carefully go over
every part with the Chinese white. Sometimes
several coats are desirable. When dry, paint
upon the Chinese white in natural colors.
White mole skin is a delightful fabric to paint

upon in these colors. Stretch the goods upon a board and fasten down with thumb tacks. Stamp the design with very delicately tinted powder (a little common starch wet with some delicate dye, then dried and powdered, will do nicely). In tinting the design, use care to have but very little color upon your brush. When finished, it will look as if the colors were woven in. Common white velveteen is very nice to paint upon in the same way. A very pretty tidy can be made of white Java canvas. Paint some showy design upon it, and tint the background either light or dark as desired. It will look like embroidery, and is only a very little work. I paint upon silk, satin, velvet, chamois skin, white wood, paper, &c., with these colors. The chamois skin looks best when considerable gilt or bronze is used in the design. A pretty sofa pillow can be made by stamping an open scroll design upon some light goods. Stitch this design upon your machine with knitting silk and a long stitch. Then carefully tint the parts, inclosed by the stitching, in a darker or contrasting color. Grey linen or tan-colored satine, stitched in red or blue in a leaf design (a wreath is prettiest) and the leaves colored green is very taking. I see the open jaws and will desist.

J. H.

CRESTON, Iowa, Jan. 6, 1891.

Editor Railway Conductor:

The hall of T. J. Potter, post in the Savings bank in this city, was the scene on Saturday, Dec. 3, of a beautiful and impressive ceremony, being the installation of the newly elected officers of Loyalty Division No. 2. L. A. to O. R. C., in accordance with their ritual, and as each officer for the ensuing year stood before the altar and received the word, one could not help thinking that this Division is banded together for a noble and christian purpose; the officers are as follows: Mrs. Rosa Stonehouse, President; Mrs. M. M. Mitchell, Vice-President; Mrs. C. A. Rome, Secretary and Treasurer and Corresponding Secretary; Mrs. G. H. Loughridge, J. S.; Mrs. Lina Roberts, S. S.; Mrs. Lizzie Evans, Guard; Mrs. Rosa Stonehouse, Delegate to Grand Convention; Mrs. M. Mitchell, Alternate Delegate.

Loyalty Division No. 2 is in an exceedingly flourishing condition, and the outlook is very bright for the coming year. More anon.

MRS. C. A. ROME,
Corresponding Secretary,
CRESTON, Iowa.

If a tablespoonful of kerosene be put into four quarts of tepid water, and this be used in washing windows and mirrors, instead of pure water, there will remain upon the cleaned surface a polish no amount of mere friction can give.

Th: Servant Question in Japan.

Japanese servants are excellent, if you choose them with discretion and treat them with the established consideration of the country. There is a universal social compact in Japan to make life pleasant by politeness. Everybody is more or less well-bred, and hates the man or woman who is *yakamashu*—noisy, uncivil, or exigent. People who lose their temper, are always in a hurry, bang doors, swear, and "swagger," find themselves out of place in a land where the lowest coolie learns and practices an ancient courtesy from the time when he wobbles about as a baby upon his mother's back. Therefore, to be treated well in Japan, as perhaps indeed elsewhere, you must treat everybody, including your domestics, well; and then you will enjoy the most pleasant and willing service. Your cook will doubtless cheat you a little; your jinrickishaman will now and then take too much *sake*, the musmu and the boy's wife will gossip all over the place about everything you do; and the gardener and the coachman will fight cocks in the yard when your back is turned; but if conscious of your own, you can forgive the little sins of others. You can hardly fail to become closely attached to the quiet, soft-voiced, pleasant people, who, as soon as they have learned your ways, will take real pleasure in making life agreeable to you. A present, now and then, of a kimono to the maids, of toys and sweetmeats to the children; a day's holiday now and then granted to the theatre or the wrestling-match, are richly rewarded by such bright faces and unmistakable warmth of welcome on arriving, and of good speed on going, as repay you tenfold. Respectful as Japanese servants are—and they never speak except on their knees and faces—they like to be taken into the family conversation, and to sit sometimes in friendly abandon with the master and mistress, admiring dresses, pictures, or Western novelties, and listening sometimes to the *samisen* and *koto*, as children of the household.—*Scribner.*

Election of Officers.

The ladies of Andrews' Division No. 4, Auxiliary to the Order of Railway Conductors, held their annual election Jan. 8th, and selected the following officers: Mrs. H. Hussey, president; Mrs. O. W. Wells, vice president; Mrs. C. H. France, secretary and treasurer; Mrs. D. Carpenter, sr. sister; Mrs. C. W. Shultz, jr. sister; Mrs. C. Beach, guard; Mrs. A. W. Brown, chairman of the executive committee; Mrs. C. W. Shultz, delegate to the convention to be held at Columbus, O., June 8. By request of the retiring president, Mrs. F. Northway, Mrs. Ed Erickson, past worthy president, of Fort Wayne, installed the officers in a very impressive way.



SALIDA, Col., Jan. 27, 1891.

PATTERSON—Died of inflammation of the bowels at Salida, January 24, 1891, young daughter of Bro. W. J. Patterson, age six months.

Sweet as the incense of morning;
Pure as an angel of light,
Lost to our heart's fond caresses,
She sleeps in her casket of white,
Escaped are earth's trials and toils,
Gained are the joys of the blest;
Sleeps, did you say, in a casket?
Ah, no! On the dear Savior's breast
She reposes, while a welcome,
Sweetly melodies is given,
And her voice swells the angel's chorus;
Of such is the kingdom of Heaven.

At the last regular meeting of Salida Division 132, the following resolutions were adopted:

Resolved, That the members of Division 132 have learned with feeling of deep sorrow and regret of the sad loss that has befallen the family of Bro. W. J. Patterson in the recent death of their young daughter.

Resolved, That the heartfelt sympathy of this division be extended to them in this, their hour of sorrow, and that, as a token of respect and esteem for our Brother and his wife, that this be entered on the records of this division be printed in *THE CONDUCTOR* and a copy sent to Brother Patterson and wife.

By Order of Division 132,

• C. L. SHIVELY,
Secretary.

DETROIT, Jan. 29, 1891.

Editor Railway Conductor:

Dear Sir and Brother:—Saturday, January 24, about 6:30 P. M., Brother Arthur H. Dailey of International Division No. 48, and conductor of the Michigan Central fast express No. 6, received injuries from which he died about 10 A. M. Sunday the 25th.

He was to meet the west bound fast express No. 5 at Decatur, Michigan, and as his train was taking side track, he was standing on the platform of

the rear sleeper. In some manner not known, he fell off, and the wheels of one truck of the dining car ran over him, cutting off one foot and crushing the other leg below the knee.

He was attended by Drs. Bonine of Niles and Rose of Decatur, who amputated both feet.

His brother, A. G. Dailey of Detroit, superintendent of tracks and bridges of the M. C. Railway, and Brother E. A. Grosvenor of Division 48, went to Decatur immediately and remained with him until he died.

The funeral was held at Battle Creek at 2 P. M., Tuesday, January 27, under Masonic auspices; Union Lodge No. 3 of Detroit (of which he was a member) performing the ceremonies.

The pall bearers, Brothers E. A. Grosvenor, J. B. Carney, N. Hawley, F. H. Jones and C. A. Sperry of Division 48, and I. D. Welcher of Division 182, went to Decatur, and with the relatives, accompanied the deceased to Battle Creek. After a prayer at Decatur, they boarded train No. 4 and were met at the depot at Battle Creek by Union Lodge No. 3 of Detroit and Battle Creek Lodge F. & A. M., International Division No. 48, Wolverine Division No. 182, Barker Division No. 213 and Battle Creek Division No. 6, O. of R. C., and Faragut Post G. A. R., and a large number of friends who had come from Detroit and Jackson by a special train.

The procession went directly to the M. E. church, where Rev. George B. Kulp preached a short and very appropriate sermon from the text, "I am He that Liveth, and Behold I am Life Forever More." The cortege then proceeded to "Oak Hill Cemetery, where H. Milward, W. M., of Union Lodge read the impressive Masonic burial service.

Brother Dailey was 47 years old. At the age of 17 he enlisted, and served in the sixth Michigan volunteer infantry and heavy artillery, in the Department of the Gulf, from 1861 until the close of the war. He served as corporal, sergeant, lieutenant and adjutant of his regiment and won bright laurels at Spanish Fort, Fort Hager, Fort Tracey and Battery Bee and to the fall of Mobile. During this time he was in command of a mortar battery.

In 1866 he entered the service of the M. C. Railway, and later was employed as conductor by the "Peninsular" (now C. & G. T.) and Chicago and Alton roads. Returning to the Michigan Central he served as freight conductor until 1879, when he was promoted to a passenger run. Since June, 1880, he has been conductor of the fast express between Detroit and Chicago.

He was well liked by all his acquaintances, and was one of the most popular conductors on the M. C.

His wife died in February, 1890, after several years illness, leaving no children.

Our late Brother leaves three brothers and two sisters to mourn his death. To them we offer our heartfelt sympathy, feeling sure "that our loss is his gain."

Yours in P. F.,

F. C. SMITH,

S. & T. 48.

WHEREAS, It has pleased the Supreme Ruler of the Universe to remove from us our esteemed Brother, Arthur H. Dailey, and

WHEREAS, His friends comprised the whole circle of his acquaintances;

Resolved, That International Division No. 48, Order of Railway Conductors, has suffered an irreparable loss in the death of our beloved Brother, and the Michigan Central Road has lost one of its most efficient conductors.

Resolved, That the relatives of our deceased Brother have our most sincere sympathy in their affliction.

Resolved, That we extend our sympathy to the other societies of which our beloved Brother was a member.

Resolved, That our Charter be draped in mourning for a period of thirty days.

Resolved, That an engrossed copy of these resolutions be presented to Messrs. A. G., Elijah and Charles Dailey, Mrs. May and Mrs. Andrews, and that copies be sent to "Union Lodge of S. O.," No. 3 F. and A. M., and "Detroit Council" No. 103 National Union, and a copy be sent to THE RAILWAY CONDUCTOR for publication.

By order of the division

E. A. GROSVENOR, }
C. A. SPERRY, } Committee.
D. STODDARD. }

QUEBEC, Feb. 2, 1891.

At a regular meeting of Stadacona Division No. 130, Order of Railway Conductors, held in their rooms, Palace street, Quebec, the following preamble and resolutions were adopted:

WHEREAS, Almighty God, in His all-powerful

wisdom, has seen fit, on the morning of Tuesday, Jan. 20, 1891, to deprive us of the counsels of our most esteemed and much respected Brother, Peter Charlebois

WHEREAS, Bowing to His divine will in all things with humble resignation, we cannot but deplore the decree that has taken from his dearly loved family a kind and loving father, from Stadacona Division a true and honored Brother, and from the Canadian Pacific Railway a faithful and venerable servitor; therefore be it

Resolved, That we offer to the wife and family of our late Brother our most heartfelt sympathy in this their hour of grief and trouble and join them in mourning their great loss; and further

Resolved, That out of respect to his memory the Charter of this division be draped for a period of thirty days, and that the individual members wear mourning for the same period; and be it further

Resolved, That a copy of these resolutions in French and English be furnished to the family of our late Brother, spread upon the minutes, and a copy be sent to THE CONDUCTOR for publication.

E. REYNOLDS,
J. A. LESCARBEAU,
E. P. ROBITAILLE,
MAX VALLEE,
P. J. CARLIN,
EUGENE MCKENNA. } Committee.

DIED—Jan. 19th, at the residence of the parents in Kansas City, from membranous croup, little Sybble Moore, only daughter of Bro. Harry Wherland and wife, aged five. This bright little girl will be remembered by many of those who formed her acquaintance and who were pleased by her bright appearance and lady-like deportment at Rochester last May, and all who met her will sympathize deeply with the stricken parents who have thus lost the light of their home. "As a star that is lost when daylight is given, She hath faded away to shine brightly in heaven."

Feb. 1, 1891.

At the regular meeting of Lanier Division No. 185, held this day, the following preamble and resolutions on the death of our late Brother, W. K. McConnell, were unanimously adopted:

WHEREAS, It has pleased the Supreme Conductor of the Universe to call from our midst and his labors, suddenly on Jan. 16, Bro. W. K. McConnell, and

WHEREAS, We bow with resignation to the decree that has taken from his family a kind father and devoted husband and from the Order of Railway Conductors a true friend and Brother; therefore be it

Resolved, That we tender to the family of our late Brother our warmest sympathy in this sad bereavement, and sincerely join them in mourning the loss of their husband and father and our companion.

Resolved, That our Charter be draped in mourning for the period of thirty days.

Resolved, That a copy of these resolutions be furnished the family of our late Brother.

Resolved, That a copy of these resolutions be furnished THE RAILWAY CONDUCTOR.

Resolved, That they bespread upon the minutes of the division.

W. H. ENGLISH, }
A. M. SLEDGE, } Committee.
R. T. BARBER. }

At a special meeting of Algoma Division No. 223, the following preamble and resolutions were unanimously adopted:

WHEREAS, It has pleased Almighty God to remove from among us our loved Brother, A. B. Cowan; be it therefore

Resolved, That while submitting to the Divine will which has deprived us of his presence in a way which we cannot question, we also deeply feel the absence of one who, through his kind acts and upright demeanor, has so endeared himself to us; and be it further

Resolved, That in his sudden departure we recognize the slight thread which binds us to earthly things, and that the dangers of our calling should make us more firmly united by those ties of friendship which bind us together; and be it further

Resolved, That our hopes extend beyond this life for his happiness, in a firm belief that there exists a better state in the long eternity to which we are fast progressing; and be it further

Resolved, That to his family we extend our sincere and heartfelt sympathy in their bereavement, more especially in consideration of the sudden manner of his removal from our midst; and be it further •

Resolved, That a copy of these resolutions be forwarded to his family, and a copy be sent to THE RAILWAY CONDUCTOR for publication, and spread upon the regular minutes of this meeting.

H. L. NICHOLSON, S. and T.

CHARLOTTE, N. C., Feb. 2, 1891.

DIED—On January 29, 1891, Rebecca, wife of Brother W. A. Wesson, of Charlotte Division 221.

At a regular meeting of the Charlotte Division 221, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God in the dispensation of His divine providence to call from

earth the beloved wife of our worthy Brother, W. A. Wesson, therefore, be it

Resolved, That we, the members of Charlotte Division 221, O. R. C., tender the bereaved husband our most heartfelt sympathy in this, his affliction, and be it further

Resolved, That a copy of this resolution be handed our bereaved Brother and a copy sent to THE CONDUCTOR for publication.

C. S. MORRISON, }
W. M. GILES, } Committee.
J. R. FALLS, }

SAVANNA, ILL., Jan. 12, 1891.

WHEREAS, The members of Division 78, have learned with deep regret of the sad affliction which our worthy Brother John Dignan has met with in the loss, by death, of his estimable wife.

Resolved, That we tender to our Brother our heartfelt sympathy in this the hour of his bereavement, and be it further

Resolved, That a copy of these resolutions be sent to Bro. Dignan and spread upon the minutes of this meeting and published in THE RAILWAY CONDUCTOR.

J. H. WELCH, }
ED. SCHMITTEN, } Committee.
M. E. LUCAS. }

PALESTINE, Tex., Jan. 25, 1891.

At a regular meeting of Palestine Division No. 77, held this day, the following preamble and resolutions were adopted:

WHEREAS, It has been the will of Almighty God to call from his labors to his eternal rest our late Receiver and General Manager, Col J. M. Eddy; and

WHEREAS, It is befitting for us on this occasion to offer our tribute of respect to his memory; therefore be it

Resolved, That while we bow in humble submission to the will of the Supreme Ruler of the Universe, we the no less mourn our loss.

Resolved, That in his death we have lost an earnest and true friend; one who as a counselor was wise, as a friend was true, and as an official was just.

Resolved, That we tender our heartfelt sympathies to the wife of our deceased friend in this her hour of bereavement, and commend her to Him who doeth all things well.

Resolved, That these resolutions be spread upon the minutes of this meeting and a copy sent THE CONDUCTOR with a request that same be published.

B. F. BLOUNT, }
A. R. TABER, } Committee.
PAT. MCCORMICK. }

TOLEDO, Jan. 24, 1891.

At a regular meeting of Toledo Division No. 26 a communication was received announcing the death of Bro. Thos. Bennett's wife, and the following resolutions were adopted:

WHEREAS, It has pleased the great ruler of the universe to remove suddenly and unlooked for by death the kind and loving wife of our Brother, and

WHEREAS, In God's mysterious dispensation, our respected Brother has sustained a loss which no earthly friend can fill, therefore, be it

Resolved, That the members of this division most sincerely sympathize with Bro. Bennett in this, his great affliction and sorrow.

Bro. Bennett's wife was in the prime of life; a loving and confiding friend, and the light and joy of a happy home, and for consolation we can only point to him, the Grand Chief Conductor of the universe, who doeth all things well, and that he may so live in this life that when he is called to cross the dark waters and enter his eternal home he may meet the loved one gone before.

M. A. LOOP,
F. J. STOUT,
CHAS. HUMPHREY, } Committee.

DENISON, Tex., Jan. 11, 1891.

At a regular meeting of Lone Star Division No. 53, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God to remove from our midst our late Brother, Jno. R. Collins, who died in Sedalia Hospital Dec. 22, 1890, from injuries received while in the discharge of his duties in a wreck near Alvarado, Tex., and

WHEREAS, The intimate relations held by our deceased Brother with the members of the Order, it is befitting for us on this occasion, as members of Lone Star Division No. 53, O. R. C., that we should place on record our appreciation of his services as a member and his merits as a man, so be it

Resolved, That in the death of Bro. Jno. R. Collins the Order loses a loyal member and one who was loved and held in high esteem by all; and be it further

Resolved, That we shall ever remember our Brothers of the Order, and also the Knights Templars, and others who so kindly assisted in paying the last sad rites to our deceased Brother.

Resolved, That we extend to the bereaved family of Bro. Collins our heartfelt sympathy in this their sad hour of affliction and commend them to Him who doeth all things well.

Resolved, That a copy of these resolutions be sent to the grief-stricken family and that our Charter be draped in mourning for thirty days, and also a copy of these resolutions be sent to

THE RAILWAY CONDUCTOR for publication, Denison local papers and Dallas *News*, and spread on the minutes of this meeting.

C. C. KNIGHT,
A. L. DAIN,
C. N. KNOWLTON. } Committee.

At a special meeting of Boone Division No. 34, O. R. C., held at their hall Jan. 22, 1891, the following resolutions were unanimously adopted:

WHEREAS, Almighty God has caused to be removed from among us our dearly beloved Brother, James R. O'Neil.

WHEREAS, His untimely death by the hand of an assassin, while in the discharge of his duty, Thursday, Jan. 22, 1891, truly shows us the uncertainty of life and the absolute necessity of preparing ourselves for death, which may come to us at any time.

WHEREAS, While we humbly and prayerfully submit to the will of "Our Father in Heaven," we do not the less mourn the loss of our deceased Brother, who has been taken from us suddenly in the prime of life.

Resolved, That we, the members of Boone Division No. 34, O. R. C., convey to his bereaved mother, brothers and sisters our heartfelt sorrow and sympathy, and pray them to look to Him for help in their grief, who has said He would provide for and comfort the fatherless children and widows and all who are desolate and oppressed.

Resolved, That our Charter be draped in mourning for a period of thirty days, that a copy of these resolutions be sent to the widowed mother of our departed Brother, spread upon our records, be published in THE RAILWAY CONDUCTOR and in the Boone city papers.

W. B. PARKIN,
CHAS. HAMLING,
J. J. SMITH,
THEO. STOIK. } Committee.

PHILLIPSBURG, Dec. 20, 1890.

The following preamble and resolutions were adopted by Delaware Division No. 37, O. R. C.:

WHEREAS, It has pleased the Almighty in His infinite wisdom to remove by death the beloved wife of our esteemed and worthy Brother, John O'Hare, therefore be it

Resolved, That we, his brother members of Delaware Division No. 37, extend to him our sincere and heartfelt sympathy in this his irreparable loss, and hope that in heaven he will meet the loved one gone before. Further

Resolved, That these resolutions be placed upon the records of our division, a copy be sent to the bereft husband, also to THE RAILWAY CONDUCTOR.

S. PHIPPS,
S. HULSINGER,
W. FRASHER. } Committee.



The first number of *The Brotherhood Home Journal* has reached us. It is a four-column, eight page paper, designed to bring the Brotherhood Home prominently before the employes and the public. The subscription price is sixty cents per year. Send for a sample copy.

"Told After Supper" is the latest work of Jerome K. Jerome which is soon to appear from the press of Henry Altemus, Philadelphia. This work will be in the same attractive style as the "Idle Thoughts of an Idle Fellow," by the same author, and will undoubtedly be of equal interest.

No publication comes to our desk that is more welcome than *Outing*. This excellent magazine, devoted to sport, travel and recreation, brings with it the scent of the woods and the splash of the stream, and the man who can turn its leaves and not feel his nerves tingle and his fingers involuntarily twitch to close on the rod or gun, has no love for the forest and stream in his soul. The February number would set Ed. Hamilton, Frank Arrowsmith or "P. D. Q." Burbank to telling fish and fo(u)wl stories that would make the ordinary sportman green with envy. The regular price of *Outing* is \$3.00 per year, and it is worth every cent of it, but we will furnish it in connection with *THE CONDUCTOR* for \$2.50, or both *Outing* and *THE CONDUCTOR* to new subscribers at \$4.00.

The February *Wide Awake* opens with a ballad of heroism. When the brave Crusader ancestor of the present British Minister at Washington, Sir Julian Pauncefoot, was captured by the Saracens, they demanded his wife's right hand in ransom, and the brave lady so saved her lord. Sir Julian Pauncefoot supplied the author, Mary Bradley, with authentic facts. Mr. E. H. Garrett's pictures for the ballad are finely dramatic. Other poems are by Elizabeth W. Bellamy and Mary E. Wilkins. The interesting illustrated articles of the number include Lieut. Frémont's timely account of "Life at Frontier Forts," and as a

sort of a military pendant a curious account of "A Fish Army." The short stories are unusually clever, from the ingenious plot of "Aunt Dolly's Two Robbers," to the laughter and tears of "A Hungry Boy." Mrs. Burton Harrison's story, "Diamonds and Toads," is concluded. Kirk Munroe's railroading serial develops a startling situation, and the doings of Margaret Sydney's "Peppers" are delightful as ever.

The Switchmen's Journal and *The Firemen's Magazine* are "on time" for February, and the contents of both are uniformly interesting and readable. The latter questions the advisability of organizations of railway employes interesting themselves, as organizations, in the matter of legislation reducing or fixing rates for transportation. As a general proposition, we are inclined to differ with the *Magazine*, as we believe that whatever affects the prosperity of a railway and its ability to earn a fair rate of interest on the actual capital invested, is a matter of interest to employes, both individually and as organizations, but it is often a difficult matter for employes or representatives of organizations to consistently oppose such legislation when they know that railways are anxious to get business at rates much lower than those proposed. The writer has always urged the necessity of fixing minimum as well as maximum rates when any such legislation is attempted, and we believe that stability in rates is more desirable than any particular reduction, for both the shipper and the railway. We believe if a reasonable minimum could be fixed and enforced, there would be little reason for arbitrarily reducing rates by legislation. Space forbids further comment now.

The American magazines have come to be recognized the world over as the best illustrated and most ably conducted; in fact it is said that larger editions are sold in England of at least two of our leading magazines than of any of the English monthlies. This condition has resulted from the fact that the American maga-

zines hesitate at no expense, either for the purchase of manuscript or illustration. \$50,000 has been paid by one magazine for a single series. Millions are invested in the business, and they can well afford to pay any price for an article of unusual interest. Probably no single cause is having such an effect in the education of both old and young America as these magazines. They are penetrating into every household. Their beautiful engravings serve as instructors even to those unable or too busy to read. The most popular authors recognize that they can obtain more money from the magazines than by publishing in book form. In proportion to bound volumes, the magazine gives as four to one. Take for instance the *Cosmopolitan*, which contains annually 1536 pages by the leading writers of the world, and more than 1200 illustrations by clever artists. That would make four volumes of nearly 400 hundred pages each, yet it is furnished to the subscriber at only \$2.40 a year. The four bound volumes which it would make would be worth on the book stands not less than \$12.00. It seems impossible that so much should be furnished for so little, and it is only when the number reaches 100,000 or upwards that such work can be turned out at a profit to the publisher. Formerly it was considered impossible to place such a magazine before the public for less than \$4.00 per annum, and the predictions were numerous, when the price of the *Cosmopolitan* was fixed at \$2.40, that it would be impossible for it to survive at such a figure. The publisher believed that a first-class magazine at the low price of \$2.40 would be quickly appreciated by the public. His expectations have been more than fulfilled, and the December issue of the *Cosmopolitan* reached the 100,000 mark.

A tribute to the Fourteenth is paid in the February *St. Nicholas* with the poem "An Old-Time Valentine," by Helen Gray Cone, with the frontispiece illustration by Edwards, and then Max Bennett describes "How the Mails are Carried," in an account of the Railway Postoffices, with illustrations by C. T. Hill.

Mary E. Wilkins, in her story, "Mehitable Lamb," shows all the deftness of touch and perfection of choice which is so characteristic of her sketches of New England character, whether the personages be children or adults. We would call attention, also, to Mr. Davies's illustrations, because of their careful adherence to the types of the time and place. Every reader will heartily agree that Mehitable is no "tell-tale," and rejoice when the last dose of thoroughwort has been administered.

Malcolm Douglas contributes a jingle which may make "The Family Drum Corps" almost as much of a delightful nuisance in reality as it is in the poem itself. We may expect for some time to come to hear daily both old and young repeating, "Boom, tiderada, boom!" with variations.

The verse of the number includes poems by Louise Chandler Moulton, Mary E. Wilkins, and a most amusing one by Oliver Herford, whose verse and pictures strive equally for superiority.

Besides, there are of uninventoried riches in the pictures and departments, enough to rank the number with its brilliant predecessors

Scribner's Magazine for February contains rich illustrations in very different manners—from the snow scenes of Mount Washington in winter to Mr. Blum's exquisite Japanese drawings. There is a series of interesting portraits of African explorers (several of them from the private collection of John Murray, Esq., the London publisher, and never before engraved), and artistic reproductions of paintings and sculpture of the Neapolitan school. The number is notable for such contributors as Sir Edwin Arnold, J. Scott Keltie, the librarian of the Royal Geographical Society, Frank R. Stockton and Richard Henry Stoddard.

Edward L. Wilson, the author of "In Scripture Lands," and well known for many years as an enthusiastic and adventurous photographer—records in "Mount Washington in Winter" the incidents and beauties and hardships of five notable ascents of that peak. The camera was always his companion, and the illustrations reproduce some of the most wonderful views of snow in the White Mountains. The narrative has the real charm of stirring adventures, with the added merit of thorough appreciation of beauty and grandeur in nature.

A portrait of Talleyrand in his youth is the appropriate frontispiece of the February *Century*, in which is given a very full and interesting instalment of extracts from the Talleyrand Memoirs (begun in the January number). Napoleon is almost the sole subject of the extracts in this number.

Miss Clare de Graffenried, of the U. S. Labor Bureau, opens the number with a striking paper on "The Georgia Cracker in the Cotton Mills" illustrated by studies from life by Mr. Kemble.

The California series reaches the discovery of gold, an account of which is given by John S. Hittell, Esq., the historian, accompanied by attractive illustrations,—among them a fac-simile of an entry in the diary of H. W. Bigler (one of

the party of discovery), which fixes beyond peradventure the date of discovery as the 24th of January, 1848, instead of the 19th, as still celebrated by the pioneer societies.

The beginning of a new novel, in a new field, by Dr. Edward Eggleston, is an important feature of the February *Century*.

Besides the "Faith Doctor," the fiction consists of the third and closing instalment of James Lane Allen's "Sister Dolorosa," an instalment of Hopkinson Smith's "Colonel Carter of Cartersville," a story by Miss Wilkins, with a picture by Mrs. Mary Hallock Foote, a story, "Penelope's Swains," by Mrs. Burton Harrison, illustrated by Wiles, and a strange story by Joel Chandler Harris called "Baalam and his Master," with pictures by Helmick.

Webster has long been the supreme authority for orthography and pronunciation in the United States, but it now seems not improbable that the reign of Webster may be nearly ended. The *Century Company* have had in preparation for some time, a comprehensive dictionary to consist of several volumes, though for general use it will be rather expensive; and now comes the announcement from Funk & Wagnalls, the well known New York publishers, of a "Standard Dictionary of the English Language" that will be within the reach of all, and from the names of those engaged in its preparation no doubt can be entertained of its correctness. Among those who treat of special subjects, we note Wm. R. Harper, Ph. D. and Robert Francis Harper, Ph. D., whose subject is Biblical terms; Gen. O. O. Howard has the military matter in charge, while Rear Admiral Lucè treats of the naval. Other popularly known writers on different subjects are Benson J. Lossing, Chas. A. Dana, Howard Crosby and Edward Everett Hale. This work is to vary considerably from the generally accepted plan of dictionaries. In making quotations showing the use of words, in addition to giving the name of the author, the name of the book and number of the page where the quotation can be found will also be given. This, we believe, will be a valuable addition. In giving the pronunciation of words, the scientific alphabet adopted by the American Philological Association will be used. The etymology will be placed after the definition instead of before and immediately following the word, as usual. We are somewhat inclined to question the advisability of this change. The present and commonly accepted definition of words will be placed first and the obsolete and disused meanings last, thus substituting the order of *usage* for that of the

historic, and of the benefit and convenience of this improvement we think there can be no question. In any cases of disputed or different pronunciations, the *Standard Dictionary* will give its preference followed by the others with the authorities therefor. The general plan of the book seems to us to be a considerable improvement, and we wait with no little interest an opportunity to examine the work. The price of the book is \$10, which is certainly a reasonable one for a work of this character and magnitude. A reduction of four dollars will be made to all who subscribe for the book in advance and send one dollar with their subscription. For prospectus and terms address the publishers, 18 Astor Place, New York.

DICKINSON, N. D., Jan. 21, 1891.

Editor Railway Conductor:

Have just finished the organization of Dickinson Division No. 273, with twenty charter members, nearly all new men. They are in fine shape and got down to business as if "to the manor born." Their officers are: Wm. Gallagher, C. C.; S. P. Cata, A. C. C.; H. Hagerman, S. and T.; H. McKeever, S. C.; C. H. Kleinfelter, J. C.; E. White, I. S.; C. F. Wilde, O. S. Their Division Committee is composed as follows: Bros. Ott, Vetter and Smith. Their Delegate is A. L. Nichols, the Alternate Bro. Gallagher.

I was assisted by Bros. Rapelje, O'Brien and Anderson, of Division No. 191, and Bro. Geo. Hall, S. and T. of Division No. 243. The Brothers of the division are sure to make 273 a success.

I start tomorrow for Glasgow to organize there the 25th.

Yours in P. F.,

GARRETSON, G. S. C.

GLASGOW, Mont., Jan. 25 1891.

Editor Railway Conductor:

Have just dropped the gavel once more in a new locality, and Montana Division No. 272 is enrolled in the directory with a charter list of eighteen and the following official staff: C. C., H. J. Gleason; A. C. C., O. P. Brigham; S. and T., J. H. Hines and G. L. Hayden; S. C., John Lyons; J. C., A. D. Smith; I. S., D. McClure; O. S., C. J. Morrow; Division Committee, Bros. Logan, McGillicuddy and Hudson; Delegate, E. A. Logan; Alternate, A. D. Smith.

Brother Geo. Hall accompanied me here from Dickinson and was an efficient aid, as were Bros. Summers, of Division No. 61, and Pulford, of Division No. 236.

Met a number of old friends in the service and had a pleasant and profitable meeting. The division will meet on the first and third Sundays at 2:30 p. m.

Yours in P. F.,

GARRETSON, G. S. C.



MILWAUKEE, Jan. 14, 1891.

Editor Railway Conductor:

Under authority from the G. C. C. to act as D. G. C. C. to organize a division of the Order of Railway Conductors at Kaukauna, Wis., I left Milwaukee, accompanied by twenty-five members of Milwaukee Division No. 46, by special train which the officers of the M., L. S. & W. Ry so very kindly furnished for the occasion. The train consisted of engine, coach and parlor car, leaving the C. & N. W. depot Sunday, Jan. 11, at 8:00 a. m., arriving at Kaukauna at 10:45 a. m., a distance of 113 miles.

A special meeting of the G. D. of the Order of Railway Conductors was opened in due form at 11:15 a. m. in the A. O. U. W. hall, with the following-named Brothers in their respective stations: Wm. J. Durbin, D. G. C. C.; E. Cleary, A. G. C. C.; E. A. Sims, G. S. T.; E. Quinlan, G. S. C.; C. E. Howard, G. J. C.; J. B. Carlin, G. I. S.; W. L. Simpson, G. O. S.

After the division was declared open the charter list was taken and such business as was necessary was transacted, when a recess was taken for the purpose of attending a banquet given by the new division, at the Grand View Hotel, where everyone seemed to enjoy himself.

The division was called to order at 2:30 p. m. The following-named charter members present were communicated the secret work of the first, second and third degrees: C. S. Lathrop, G. W. Elliott, C. A. Sherman, G. P. O'Connell, G. P. Evens, M. M. Clancy, W. A. Dillon, T. W. Armstrong and J. A. Shaw were separately introduced and, initiated, promoted and advanced in due form in order to exemplify the secret work for the benefit of the newly-made members.

The next in order was the election of officers for the new division. Brothers J. W. Elliott, T. W. Armstrong and C. E. Bushey were appointed tellers. The following is the result of the election: F. H. Pease, C. C.; T. W. Armstrong, A. C. C.; H. A. Piper, S. and T.; J. M. Elliott, S. C.; C. E. Bushey, J. C.; G. P. Evans, I. S.; J. A. Shaw, O. S.; C. P. O'Connell, Delegate; T. W. Armstrong, Alternate; T. W. Armstrong, C. A. Sherman and C. S. Lathrop, Trustees. Name

of Division, Kaukauna No. 274. Meetings first and third Sundays in each month at 2 o'clock p. m. at the A. O. U. W. hall, South Kaukauna.

The officers were ably installed by Bro. E. Cleary of Division 253, with Bro. A. Vannaman acting as marshal, after which the work was fully exemplified for the benefit of the officers and members of the new division.

Visiting Brothers present from Ashland Division No. 253 were: E. Cleary, E. Quinlan, J. B. Carlin, J. W. Connor, B. W. McCarey, H. Miller, C. D. Fenn, T. Kennedy and W. B. Lyon; Division No. 61, S. N. Chase; Division No. 46, T. H. Ratcliff, W. Guy, R. McKittrick, W. H. Brown, Wm. Just, M. Cain, Ira Barrett, P. W. O'Neil, L. H. Brown, M. McQueeny, H. J. Frick, E. Mansian, I. Bean, J. P. O'Brien, S. M. Green, T. S. Meagher, H. F. Durbin, W. W. Durbin, T. Gregory, M. M. Townsend, A. O. Cunningham, Geo. Dann, J. F. Langlois and A. L. Vannaman.

Kaukauna Division starts out with fifteen charter members, with lots of good material to work from. With the officers at the head of the division it is safe to say that Kaukauna Division will soon be one of the banner divisions, as one could see that they are determined to make it so.

I desire to extend to one and all the Brothers my sincere thanks for so ably assisting me in this organization, especially Brothers P. W. O'Neil, E. Cleary and E. A. Sims.

Very truly yours in P. F.,

WM. J. DURBIN.

VAN BUREN, Ark., Jan. 11, 1891.

Editor Railway Conductor:

I have just finished the organization of Border City Division No. 269, and do not think the Order will ever regret the entry of this division into the Circle. J. D. Hunt is the C. C.; W. P. Wooam, A. C. C.; W. B. Mann, S. and T.; F. E. McDermott, S. C. R. S. Harnest, J. C.; L. H. Stevens, I. S.; W. H. Rodecker, O. S.; Delegate to G. D. M. A. Lally. A number of petitions were offered to the new division immediately after organization, and all is in fine shape. They meet the first and third Sundays at 2 p. m., and second and fourth Sundays at 4 p. m. in K. P. hall.

I acknowledge aid rendered by many Brothers of different divisions who were present. The banquet was attended by all Brothers of the Order in the city, accompanied by their wives, and was presided over by Mrs. Collins of the Collins House. That it was complete goes without saying.

I am sincerely in P. F.,

GARRETSON, G. S. C.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. H. BELKNAP, EDITOR.

WM. P. DANIELS, MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

THE C. & E. SETTLEMENT.

A complete account of the C. & E. strike having been given to the members of the Order by G. C. Clark, it is unnecessary for us to add much to what was said in the last number. We have only to repeat that the charge made against Bro. Scott, that he had given an order which would have caused a collision if the error had not been discovered and corrected by another dispatcher, is untrue as is shown by the testimony of the dispatcher who it is claimed by the officers discovered the error. It is also true as asserted by the men that threats to remove the employes had been made by the officers, Mr. Tucker himself having said less than two weeks prior to the strike that he proposed to change them as rapidly as possible. We believe that there is not the slightest question but Scott would have been re-instated in another 48 hours but after the proposition had been made that he be re-instated just long enough to resign, the men could not consistently continue the strike merely for a sentiment and in order that Scott might say he had resigned and Bro. Scott recognized the force of this and himself urged a settlement without his re-instatement; had not the "citizens proposition" been made, we believe that Scott would have been re-instated and that Mr. Tucker's decision in regard to Scott would have been no more "final and irrevocable" than it was in regard to the other dispatchers.

The assertion is made by *The Railway Age*, that the strikers or some of them, purposely incommoded the travelling public by leaving passenger trains at points where the passengers could not get away and that the company could not run trains because of lawlessness of the strikers and that officers of the law refused to interfere to protect the company. Both assertions are false and undoubtedly come direct from the C. & E. officers. The first conductor to leave Chicago left all the passengers in Chicago and every train

on the road when the strike occurred was taken to a division station; there was no lawlessness and there was no occasion for any officers to interfere, but on the other hand, Mr. Tucker had avowed a purpose not to try to run trains but to sit still and try to tire out the men. He said 'we will not move passenger trains today; we will wait and see when the the strikers get tired. We are well fixed for a strike; no perishable property on the road; it is the dull season of the year and we would just as soon lay off a month as not.'

The Chief Conductor of the division, a member of the division committee and others were called into the office and accused of being agitators, were informed that agitators would not be allowed in the service, and were told by the vice-president of the road, that he knew they had an idea of striking, that the company had been preparing for it, that they couldn't tie the road up ten hours, and that if they thought they could do themselves any good to go ahead and shoot their gun and on account of their justifiable belief, that bad faith had been kept with them by the officers, that the intention was to dismiss them all, anyway, and the very aggravating way in which they were talked to and treated by the officers, they decided that they would accept the challenge and the following message was sent to Mr. Tucker:

"HUNTINGTON, Ind., January 20, 1891.

A. M. TUCKER,

Gen. Manager C. & E. R'y, Chicago:

We have been appointed a committee with instructions to notify you, that, believing that bad faith has been shown on part of the company in dismissing Mr. C. C. Scott at the expiration of the term for which he was suspended, unless he is reinstated before that time, all members of the O. R. C. in the employ of this company will retire from work at 10 p. m. to-day, January 20th.

[Signed]

JOHNSON,
OLMSTEAD."

To this message the dispatcher who sent it added, that the dispatchers would retire, and added the signatures of two of the dispatchers, thereto.

No reply to this message was received, and at ten o'clock the strike was inaugurated, with the distinct understanding that mail cars should be run regularly by the men, and that all trains on the road at 10 o'clock p. m. of the 20th, should go to their division or terminal points.

Bro. Clark went to Chicago Monday night, and on the morning of the 22d, had a long interview with Mr. Tucker and Mr. Thomas, the vice president. During this interview a message was received from Mr. Morehead, the general superintendent, who was at Huntington, that the Mayor at Huntington had waited upon him with the proposition from the men, that if Mr. Scott would be reinstated they would return to work, and he would immediately resign. To this the following reply was made:

"Neither Mr. Scott, nor any of the train dispatchers who have gone out will be reinstated or employed in any department; this is final and irrevocable."

[Signed]

A. M. TUCKER.

The interview ended by the proposition being made by Mr. Tucker that a committee from Huntington come to Chicago with Mr. Morehead, the General Superintendent, on a special train, that if Bro. Clark would send for the committee he would instruct Mr. Morehead to send the train. This was done and they arrived at Chicago about 11 P. M. of the 22d. In company with Br. Clark they met the general officers of the company on the morning of the 23d, and after a conference lasting something over three hours, arranged to go back to Huntington with the following written proposition from Mr. Tucker:

CHICAGO & ERIE RAILWAY COMPANY, }
OFFICE OF GENERAL MANAGER, CHICAGO, ILL., {
JAN. 23, 1891.

C. C. CRONIN,

C. C., O. R. C.

Dear Sir:—In pursuance of the understanding had at the meeting just held between the representatives of the O. R. C. of the C. & E. R'y, including E. E. Clark, Grand Chief Conductor, and the officials of the road, the following is submitted as a proposition for the settlement of the difficulties now existing:

With the exception of Mr. Scott, all parties, INCLUDING TRAIN DISPATCHERS, who have been connected with this matter, will be allowed to resume work, no action will be taken having for its end the discipline of any man for any part taken in this trouble. Any action they have taken shall not influence the officials of the company in any way in the future. The standing of the men hereafter will depend upon their conduct and faithful performance of duty. The position we have taken in relation to Mr. Scott is certainly the only one we can take in view of all the cir-

cumstances surrounding the case. In view of the concessions above made it is but fair and in accordance with expressions made by Mr. Clark that concessions be made on part of the employés. As this trouble has arisen from erroneous reports as to the intentions of the management to dispense with the services of these employés, I wish to place myself on record to the effect that these rumors are without foundation in fact, and that it is the desire of the management that all employés now in the service remain such as long as they faithfully perform their duties. The retention of all men will depend upon ability and faithful performance of duty.

We trust that sound judgment will prevail in your councils and that a speedy and satisfactory result will soon be reached, and that the proposition made above will be accepted to the end that the movement of trains and traffic may be resumed at once.

We hope you will advise us as to your decision at the earliest possible moment.

Yours truly,

[Signed]

A. M. TUCKER,
General Manager."

This proposition was amended somewhat and accepted and the men returned to work on the 24th.

It is perhaps an easy matter to criticise and quite likely the critic would have done no better than did the committee, but it seems to us that two serious mistakes were made in the preliminary negotiations by which the employés supposed the matter was "finally and irrevocably" settled. When Mr. Tucker first came to Huntington to arrange the difficulty after Mr. Merrill's decision of thirty days suspension had been refused by the men, it will be remembered that an agreement was made by which Scott was suspended thirty days by Mr. Tucker. When Mr. Tucker's decision was submitted to the men, the question of whether or not it was made in good faith was discussed and a sub-committee was sent back to Mr. Tucker to ask him if the proposition meant that Scott should be reinstated at the end of thirty days, and this, in our opinion, was the first mistake. If the original proposition had been accepted, there could have been no question with any fair-minded person as to its including a reinstatement at the end of the thirty days. The sub-committee returned and reported verbally, that Mr. Tucker had informed them that Scott would be reinstated while Mr. Tucker himself, his stenographer and two other officers who were present, say that he distinctly said that he reserved the right to dismiss Scott at the end of the thirty days if he so decided. The second mistake was the acceptance by this sub-committee of a verbal reply; they should have insisted on a written reply and then there could have been no question. Certain it is, that no settlement would have been made at that time if the men had not supposed that it was final and on their part it was made in good faith.

THE RAILROAD STRIKE.

The position of the strike on the Chicago & Erie railroad is one which brings to the surface a new phase of such problems in case the determination of the company be accurately voiced by General Manager Tucker of the system. He says: "We are completely tied up. It may last a day, it may last a week. We will not accede to the demands of the strikers. We will not move passenger trains to-day; we will wait and see when the strikers get tired. We are well fixed for a strike; no perishable property on the road; it is the dull season of the year and we would just as soon lay off a month as not. There are no damage suits coming. We have prepared for that. We are going to make a test case of this. Our car shops are shut down and our trains are not running. We will run them whenever the strikers will let us." For the credit of the company it may be hoped that Mr. Tucker does not express its sentiments in this language; for the credit of Mr. Tucker it may be hoped that he has been incorrectly reported. An indifference and utter disregard of the rights of the public such as is evinced by this language, could never be endorsed by the intelligence of the nation. The idea that a railroad company has a duty to perform; that the only excuse for non-performance of duty is *vis major*, does not appear to have entered his mind. The notion conveyed by the language is, first, that a railroad company has a right to sit down, fold its hands and say we will run trains when our employes will permit. Why not do the same when accidents occur or financial difficulties present? Is he trying to do anything to keep his system in a position to perform its public service? His language does not indicate it. On the contrary he says that they have prepared for this strike, cleared the road of perishable freight, took precautions to prevent damage suits and now proposes to wait until strikers get tired. It may be for a day. It may be for years. It may be forever, but the demands of the strikers will not be acceded to. What is to become of the business interests of the people along the line of the railway in the meantime? That is not recognizable in the language of Mr. Tucker. To get ready to let a railroad be idle is not such preparation for a strike as will be satisfactory to the people nor permissible by the legal authorities. Instead of getting ready to keep the railroad in active operation this language shows a getting ready to shut it down. If that be the position of the company deliberately taken and persisted in, its charter should be forfeited and the road placed in a position to perform its functions for the people. We cannot believe that such is the meaning or intention of the company. But if it be the language of Mr. Tucker it is easy to see how such an autocrat, domineering, inconsiderate and white-livered person as this language would indicate being placed in authority to command would be likely to have trouble with his subordinates. Hence we hope that Mr. Tucker was not correctly reported.

—Toledo Commercial.

Under any and all circumstances, at any and all times, I am opposed to members or officers of the different organizations misrepresenting the members or officers of any other organizations.

If the record of the organization and its officers is good, they should be accorded full praise and credit therefore. If the record is bad they have enough to answer for under the facts without any misrepresentation. Mr. G. W. Howard, G. C. C. of the B. of R. C. writes me that certain of our members are circulating a report to the effect that Mr. Howard apologized to me for his presence at Montreal on the 4th inst. There is no foundation for any such report. Mr. Howard went to Montreal in response to a call from the President of the Supreme Council. As a member of that Council he should have been there and no apology of any kind for his presence there was due anyone or expected by anyone. I make this explanation at Mr. Howard's request, not having investigated the question of where the report referred to originated, or how widely it has been spread. I do it to exemplify my willingness to correct an error or right a wrong, regardless of whether the wronged one be friend or foe. "As ye would that men should do to you, do ye even so to them."

E. E. CLARK.

A union meeting was held in Columbus on the 8th, to discuss ways and means to secure the general office of the Order for that city, but we are not advised as to the result. The *Toledo Bee* comments on the location matter as follows:

"Toledo did want the Order of Railway Conductors to locate its national headquarters in this city. While Toledo would make an ideal headquarters, being a great railroad center, still a location is not all that is desired. Some cities have offered cash—\$75,000 and like sums. Indianapolis has offered \$25,000; Sioux City, Iowa, will give \$75,000 and a \$40,000 site.

However, the matter is not settled yet, and Toledo may get it. The Brotherhood of Railway Conductors is located here. It is making a strong fight for popularity, and is gaining every day. The O. R. C. should be right here, also, to see what 'our friends, the enemy,' are doing and profit by the experience.

There is not the best of feeling between the two organizations, but then of course there are two sides to everything, and a one-sided fight would be a very slow fight and no fun at all. Both organizations are the better for it, as it keeps their eyes open and pushes them on to more active work.

The national headquarters are still within our grasp, if Toledo conductors will bestir themselves. Certainly the citizens will help them out. The Order would build a \$200,000 home here, and would bring from four to five thousand people here every year to the convention and would bring a large number of people to the city permanently.

It is not too late to act. A meeting to boom Columbus was held in that city Sunday, at which nine of the fourteen divisions of the state were present. The matter was discussed but nothing definite was done. If it is found that Toledo is not in it, why then we would be most happy to pass the honor to Columbus."

MENTIONS

Bros. H. N. Stoddard, F. J. Stout and several others whose names we do not now recall, have placed us under obligations for information received.

Bro. T. J. Neusome, Wilmington, N. C., wishes to hear from or of D. H. Parmelee, who, when last heard from, was at Covington, Ky. Will any one who can do so, kindly send his address to Bro. Neusome?

We are invited to be present at the seventh annual reception of Nickel Plate Division No. 145, Conneaut, O., which is to occur on the 23d. We regret sincerely our inability to accept and be with the boys, but wish them what they are quite certain to have, an extremely enjoyable evening.

Bro. J. A. Henry, an old-time C. & G. T. conductor, lately in the employ of the C., R. I. & P., has resigned his train there and taken a passenger run on the Alton. Bro. Jake is a popular and well-known conductor, a member of Battle Creek Division No. 6, and those who travel on the Alton will find him a genial and accommodating conductor.

Bro. W. L. Norris, of Toledo Division No. 26, sends us a list of twenty-two subscribers and says, "more to follow." If one member on each line of road or one in each division would follow the example of Bros. Retallick and Norris, it would make a material increase in the circulation of THE CONDUCTOR and add correspondingly to its influence and value.

A short time ago we had the pleasure of announcing the appointment of Bro. J. J. Mahoney to the position of train dispatcher on the Winona & Southwestern and predicted success for him. The prediction is partially verified by his recent promotion to the position of superintendent, and we again congratulate Bro. Mahoney and wish him renewed success.

Bro. Robert Laughlin, who was a prominent candidate for the position of Railway Commissioner of the State of Michigan, has been appointed Deputy. Bro. Laughlin should have received the appointment of Commissioner, but the recognition of the employes by his appointment as Deputy is a step forward, and we congratulate both Bro. Robert and the employes in that state.

Every division of the Order of Railway Conductors in the states of Indiana, Illinois and Colorado should at once communicate with the representatives in the legislature from the districts in which they are located, stating plainly their wishes in regard to the pending "co-employé" legislation, and if any refuse to commit themselves, they should note the course taken and make a record of it for future use

At a regular meeting of Atlantic Division, No. 120, at Huntington, Ind., a vote of thanks was unanimously tendered to divisions of the Order, to the other railway organizations and to the switchmen of Chicago and Huntington for their sympathy and assistance, also to the press and citizens of Huntington for the fair and impartial treatment accorded to the members during the late difficulty with the C. & E.

General Superintendent Magee, of the Wabash, has ordered ten-pound steel rails for eighty miles of relaying on the Wabash system.—*Indianapolis Sentinel*.

The reason for reducing the size of the rail from sixty to seventy-six pound rails that are now in use is not given, though it's barely possible that the *Sentinel* reporter is a pound or so off when he speaks of ten-pound rails.

The murderer of Bro. O'Neill, of Division No. 34, has been arrested and has confessed the crime. At first there was a very strong prospect that he would be summarily lynched by Bro. O'Neill's associates and the indignant citizens, but wiser counsels prevailed and the law will take its course. Should, however, its proverbial delay and uncertainty result in anything less than adequate punishment in this instance, there will be many who will regret that Judge Lynch did not save the expense of a legal prosecution.

Bro. J. S. Smith has "cast an anchor to windward" by becoming a stockholder in the Royal Machine Co., of Kent, Ohio, which company manufactures ice and refrigerating machines. If our winters are to continue growing milder all the time, as they have for the past three years, it is likely that we will need machines to manufacture ice right here where in days gone by nature manufactured it thirty to forty inches thick. We hope that Bro. Smith will make money enough so that he can retire from the rail.

The secretary of Div. No. 103 wishes to find Edgar L. Tracy and C. J. Brown. Can any of our readers assist him?

**

At a meeting held December 13th, Bellows Falls Div. No. 233 elected A. G. Carlton, C. C.; T. Allen, A. C. C.; W. H. Kiniry, Sec. and delegate.

**

Bros. J. C. Blassingham, T. C. Robinson and E. A. Sayer are wanted by the secretary of Denver Div. No. 44. They are requested to send him their addresses at once.

**

Marion Div. No. 268 was organized Jan. 18th, and we have on our desk to-day an invitation to attend their first ball to be given February 23rd. As Marion is but six miles distant, we shall be on hand.

**

A personal letter informs us that our old friend Bro. J. W. Matlick is back at his old post in Div. No. 183. At their election of officers Bro. J. M. Cather was selected to preside over the division with Bro. Matlick as secretary and Bro. G. H. Bailey delegate to Grand Division.

**

In another column, we give the text of a bill now pending in the Colorado legislature which is of interest to members of the Order. This bill is not in all respects as we would prefer it but as a whole it deserves commendation and support, and should become a law.

**

"Our Railroad Boys" column in the *New York Dispatch* has been conspicuous by its absence lately. Had we known that a little "parallel column" in THE CONDUCTOR would have had so much effect, we would not have used it. We knew it "was loaded" but didn't know the load would have such an effect.

**

The *Pine Bluff Daily Commercial* contains an account of the first annual ball of Cotton Belt Division No. 251, for which we hope to find room in our next number. The account of this festival makes us regret that we did not fling care to the winds and accept the invitation kindly tendered us to be present.

**

Ye editor put aside the scissors and paste pot the other day and in response to an urgent invitation, attended the first annual ball of Johnson Div. No. 67, met many old friends, formed new ones and enjoyed the evening immensely. The best way that we can express our appreciation is to say to the boys that when they give the second we'll come again.

**

"B. R. C." who sends an undated communication from Littleton, Colo., is hereby informed that anonymous communications sent to this office go to the waste basket, and if he wishes to make any charges against C. T. Moore or any other person through the columns of THE CONDUCTOR he must first let us know who he is and satisfy us as to his responsibility, and of the truth of the charges.

Mr. Stickney of the "Maple Leaf" who "talked out in meetin'" on the occasion of the recent dinner at J. P. Morgan's in New York, has "wrote a book" which is likely to create a sensation when it comes from the press. The book deals with the railway question in the west, the development of the western system, the cause of granger legislation, and the author's opinion of the inter-state commerce law.

**

"A great night for the knights of the punch and their friends," is the heading of the *Toronto News* for its description of the seventh annual ball of Toronto Division No. 17, and it is evident from this description that the Toronto Brothers have not forgotten how to arrange and manage a ball, and that they yet retain the faculty so well demonstrated to members of the Grand Division of making their guests enjoy themselves.

**

Some unknown friend sends us a copy of the *Butler Review* containing an article severely criticizing the train master on the Wabash at that place with the evident intent that we reproduce it. If the charges made against Mr. Timewell in this article are true, we shall not hesitate in condemning him, but must have more evidence than their publication in a weekly paper, whose editor for all we know may make them through personal ill-will.

**

The *Indianapolis Journal* is authority for the statement that during the year of 1890, 1825 trains over the "Vandalia" arrived at the Union Station in Indianapolis and of that number all but thirty-two arrived on time and Bro. C. C. Curtice who "hustles" for the "Van" in the south-west wants to know if "that 'aint pretty good?" It certainly is pretty good and we doubt if any road in the United States can show a better record under the same conditions as to distance and speed.

**

Those interested in the passage of the "co-employed" bill in the Indiana legislature, should watch carefully the many amendments that are being offered, particularly that one which makes it applicable to all employers. There is a vast difference between the employer who employs men who are all familiar with each other and who are actually co-employed and the employes of a railway who cannot possibly know anything of the capacity or ability of all of the men who may be by carelessness maim or kill them.

**

An association of railway employés has been organized at Topeka, Kansas, composed of locomotive engineers, locomotive firemen, conductors, trainmen and switchmen. The association on Sunday last elected P. C. Scott, a member of the Order of Railway Conductors, president, and B. S. Williams, a member of the Brotherhood of Locomotive Firemen, permanent secretary. The confederation, it is stated, represents 32,000 employes on Kansas roads. A committee has been appointed to watch their interests and protect them before the legislative bodies of Kansas.—*Indianapolis News*.

We acknowledge with thanks an invitation to be present at the installation of officers and an entertainment given by Thomas Dickson Division No. 171, of Troy, N. Y., on the 31st, ultimo.

* *

J. C. Frist of Division 148, who has been very seriously ill at San Antonio, Texas, for three weeks, is improving and is expected home at Chattanooga in a few days.

* *

Brother Thad Cooke, originally a charter member of Monon Division No. 89, now secretary of Cotton Belt Division No. 251 at Pine Bluff, Ark., has been enjoying a vacation in his old Ohio home.

* *

We are in receipt of *Vick's Floral Guide* for 1891, and as usual it is among the foremost of the floral publications. The name of Vick has become almost a household word in the United States.

* *

There is a tendency to return to white underwear. This is as it should be, a woman attired in dull black underwear is not nearly so attractive as one in dainty white.—*Elmira Sunday Telegram*.

How do you know?

* *

We hope to find room in our next for an account of the late celebration of Keystone Division No. 32, which occurred on the evening of January 27, and which surpasses by considerable, anything of the kind ever attempted in Meadville.

* *

Brother H. P. Ryan, one of the oldest and best conductors on the Memphis & Charleston Railway, had the misfortune a few days ago to lose his wife. We are sure that his host of friends all over the country will accord an universal sympathy in his loss.

* *

Brother W. H. Hyde, the efficient secretary of Rock Island Division, had the misfortune to fall and break his leg recently, while getting off a train. Many friends, including THE CONDUCTOR, sympathize with him, and sincerely hope to see him on duty again very soon.

* *

Some time ago the Chicago & Erie folks told the Wabash people that Wabash trains could not be permitted to use the Erie's tracks between Chicago and Laketon. To-day, however, Wabash trains seem to be the only ones which operate on the Erie.—*Railway News-Reporter*.

* *

I. N. Walker, assistant adjutant general G. A. R. department of Indiana, inquires for Hiram Houghtailing, formerly a conductor on the Pan Handle, and last heard of at either Sioux Falls or Sioux City. Any information will be appreciated; address Mr. Walker, at 64 East Market street, Indianapolis.

* *

We regret very much to learn that Brother W. J. McKinnie, formerly a member of the Lake Erie Division No. 193, and now of San Antonio Division No. 76, lost a limb recently by falling under his train. The accident occurred some two months

ago, and Brother McKinnie speaks very highly of the care and attention he has received from the Brothers there and hopes to be out soon.

* *

Order No. 1 reaches us from Winfield, Kansas, with an accompanying complimentary, which directs us to be on hand at Manning's opera house in that city or take the consequences. We are necessarily obliged to submit to the consequences and throw ourselves upon the compassion of those more fortunate than we, respectfully submitting in extenuation of punishment that absence alone, is sufficient punishment to "fit the crime."

* *

January 21, at Anniston, Alabama, Bro. Joseph N. Teague, general yard master at Anniston, was united in marriage to Miss Mary Quinn. Brother Teague was formerly employed as conductor on the E. T., V. & G., and is well and favorably known. He has the sincere congratulations of a host of friends and Brothers on the wise selection he has made in securing a conductor for himself and they all hope that he will so conduct himself that it will not be necessary for Mrs. Teague to "pull the bell" on him.

* *

It is related of one of the members of the Legislature who recently went on a junketing trip in a special car, that when he was making his toilet in the morning he began using a tooth-brush belonging to another member, which he found on the wash stand.

"Hold on, there," said his colleague. "That's my tooth-brush you are using."

"The — it is," was the rejoinder. "If this is your'n, where is the one that belongs to the car?"—*Indianapolis News*.

* *

Evergreen Division No. 57 sends us an order, properly "O. K'd." and complete, ordering us to make the run to Ellis hotel, Fort Worth, and participate in the enjoyment of their second annual ball and banquet, and that no excuse may be offered, send a voucher for expenses in the shape of a complimentary ticket. Among the members of the various committees having charge of the "run," we note a number of personal friends and we assure the Brothers that were it possible we would be only too glad to comply, but on account of the multifarious duties on hand at present, we are compelled to refuse to run on the order and take the risk of dismissal for disobeying.

* *

Senator Simpkins of Texas, has introduced in the Texas Senate a bill to specify who among the employes of a corporation are co-employes. We have not seen the text of the bill, and do not know whether it is of any benefit to railway employes or not, but as the courts have held that almost all in the employ of a railway company from the president to the call boy are co-employes, it is not likely that a bill of this character can make it any worse than at present. The employes of Texas should look after the matter, though what should be done by the Texas legislature is to adopt a bill making corporations responsible for injury to employes through the neglect or carelessness of co-employes.

Employés who have had any occasion to ask any concessions from their employing officers during the past few months have been met with a plea of poverty and the statement that the "business is falling off and we can't meet our fixed charges," etc., and the public press has teemed with mournful accounts of how the railways are going into receivers hands and so on *ad libitum*. Of eighty-six roads that have published reports of their earnings for Jan. 1891, all but eleven show an increase in earnings over the corresponding month of last year and the earnings of the last week in January show a considerable increase over those of the first week, which gives some little cause for the suspicion that the railways have been taking advantage of the recent financial difficulties to cry "wolf" to their employés. Among those that report an increase is the St. Paul with an increase of \$151,784 for the month and \$50,851 for the fourth week.

* *

Brother E. D. Sill, a member of Trenton Division No. 42, who, in days lang syne, used to "pound brass" and quarrel with the writer about station switching pretty regularly once a day on the B. C. R. & N., has lately been employed on the Rock Island at Trenton, and goes to Chicago where he will make himself generally useful in the office of Superintendent Ewing while not engaged in running the pay car. The Rock Island have decided to have one conductor run the pay car over the entire system instead of making a change on each division as heretofore, and Bro. Sill has been selected for the place. Having had long experience in office work and as a train dispatcher, he will not be permitted to enjoy a vacation when the car is not on the road. It is perhaps a little ungenerous to handicap a man just as he takes a new position and in a new place, but truth compels us to say that the better halves of both Bro. Sill and the writer were corralled from the same "country postoffice," and that consequently there is a slight relationship, though not enough to hurt him, probably.

* *

Bro. Frank A. Johnson, a member of Minneapolis Division, No. 117, formerly a member of Milbank Division, No. 99, and who represented them in several Grand Divisions, died very suddenly in Idaho, where he was enjoying a vacation. Bro. Johnson with his wife and daughter were at Denver Grand Division, and made many friends. Before another Grand Division met came the news that his lovely and estimable wife had solved the great mystery and passed to the further shore. Bro. Johnson was one of the closest friends that the writer ever has had, and his death comes as a personal bereavement. He has

"Passed through the golden gate,
Into the beautiful land"

to join the loved companion "not lost but gone before." A committee from Division No. 243 took charge of the arrangements and brought Bro. Johnson's remains to Minneapolis, where a committee from 117 took charge and accompanied them to Burlington. The funeral ceremonies of the Order were conducted by Division No. 31, of

Burlington, and, mourned by all who knew him, he "sleeps the sleep that knows no waking." A letter, giving full particulars, arrived too late for us to find room in this number, but it will appear in our next.

* *

In the states of Illinois and Indiana, railway employés have an opportunity to make their influence felt in a way that will be of benefit to one and all. There is pending in the legislatures of both states, a bill making railway companies liable for injury caused by the negligence of co-employés, and it sincerely to be hoped that all will take occasion to impress upon the minds of the members representing them, that this is legislation that is just, is needed and that it must be had or those who are responsible for its defeat will be made to feel the effect. In Illinois the measure is introduced by Brother Burns, a member of the B. of L. F., who was elected to the lower house at the late election, and in him it will have a champion who will see that its interest is looked after, but he needs the moral force of every employé in the state to assist him. The bill has received the endorsement of the grand officers of all the railway employés organizations. Every division in both these states should at once make their influence felt. At Springfield, Division No. 206 have a legislative committee on the ground that will do good work if properly aided by the members.

* *

Honest old "Joe" Latimer has a countenance of which might be said as was said by a prominent attorney of the present governor of Iowa. A case had been tried before a jury and Gov. Boies had made his plea, and the opposing counsel commenced his argument with the statement that he was not afraid of the evidence, nor of the argument, but he was afraid of the honest countenance of his friend Boies, which was a cross between a chapter in the Bible and an affidavit. Joe also has a tongue that like that of Richard III, can "wheedle with the devil." An incident corroborating the above assertion is related by the *Chattanooga Times*. Joe and another "tack-hammer", R. A. Williams, of the Little Rock & Memphis, dropped into Waynesville, N. C., and in cool disregard of the majesty of the law of North Carolina, which requires railway agents who visit the state to influence emigration from its bounds to pay a license fee of \$1000, hustled around and worked up a nice lot of Texas business and were congratulating themselves on their success, when, as they were about to take the train for home, the outraged law placed an obstacle in their way in the shape of an officer, who placed them both under arrest. The remainder of the story is told in the language of the *Times*:

"'Peg Leg' and his solemn looking companion were immediately marched off to jail and actually locked up pending arrangements for giving bonds. Williams subsequently gave a bond in the sum of \$100 to appear for trial, and then skipped town as fast as his leg could take him. Latimer claimed he was an Episcopal clergyman, and succeeded in convincing the authorities that his business was to send souls to heaven and not to Texas. He was thereupon released."

E. L. PERRY, Pres.

M. H. WINANS, Sec'y.

W. G. WINANS, Treas.

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9-2



The Word "Agency" Defined.

The word is used by us in the same sense as by Dunlap, Youman, or Knox, viz: We sell goods to only one merchant in each town or city. That merchant is known to his customers as our agent, and has the exclusive right to sell all and any of the goods made by us.

Our Trade Mark is printed on the lining, or the leather of each hat, and our agents' firm name is printed underneath it in first orders, and all duplicates not ordered for immediate shipment. This indicates to customers that our goods are to be found in the store of that merchant only. We sell goods at retail in our store, but to points where an "agency" has been established will fill orders through our agents only.

In accepting the "agency" there are two conditions imposed: The first of which is that the merchant must buy of us each season a quantity of "Our Style" Stiff Hats suitable to the wants of his trade. We do not name any exact quantity that must be bought; we only insist that our new style shall be in his line at the opening of each season, knowing that the merit and desirability of the hat will cause him to order from time to time.

The second condition is, that the goods MUST NEVER BE SOLD AT LESS THAN OUR RETAIL PRICE.

We issue each season "one style", known as the "H. & D." hat, which we place on the heads of our best customers, and in the hands of our agents; it is in six heights of crown and widths of brim—it is distinctively "Our Style," as the hat

throughout is designed by us, and not copied from the style of any other hatter.

Our Spring Hat is designed in the previous October, and our Fall Hat in the month of May. From this you will see that we are not dependent upon others for our ideas in this particular.

In point of quality, style and finish they are the EQUAL in all respects of any Five Dollar Hat in the land. We guarantee, and request our Agents to take back, and replace with another hat, any which break, or on which the shellac comes to the surface.

In this connection, it is proper to say that, in the past three years, neither have we nor any of our Agents been shown a bad hat.

Sample lines of these hats, together with our lines of Silk, Soft, Cloth and Straw goods, will be on exhibition during each season to our Agents (or those having the matter under advisement), at our store room and also in the hands of our traveling salesmen.

It is not possible to visit all points in the limited time at our disposal; but we will endeavor to have our salesmen go to those places from which inquiries are made, except in so far as it would interfere with their visits to Agencies already established.

If we find it impossible to pay you a visit this season, we would be glad to have you call on us when you visit this market; or in the event of your not coming, allow us to send you samples.

Our FASHION PLATE is issued on the 1st of March, and again on the 1st of September. We carry in it a card or advertisement of our Agents, and print for each a reasonable quantity.

We address the wrappers and wrap the FASHION PLATES, provided we are furnished with a list of names for the purpose, leaving for the Agent the work and expense only of postage and mailing. We send the FASHION PLATE with the first shipment of goods.

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THE RAILWAY CONDUCTOR.

VOL. VIII.

CEDAR RAPIDS, IA., MARCH 1, 1891.

NO. 5.



STORIES OF GEN. GRANT.

ARMY OFFICERS' REMINISCENCES—TALES TOLD BY A PARTY OF OLD WEST POINTERS—A
BROKEN PLEDGE AND OPPORTUNITY TO REDEEM HIMSELF.

Four old officers of the army were sitting by the fireside on Thanksgiving night. They are all on the retired list and they all bear honorable scars. The quartet were graduates of the United States Military Academy of classes from 1842 to 1846. One was of '42, two of '44—Hancock's class—and the fourth had the luck to get through in 1846, and see the Mexican war from beginning to finish. And, finally, all were general officers in the great war between the North and South.

So much for the mise en scene.

Most old army men are good talkers, when they will. These four knew each other well, for they had served their country together for nearly fifty years.

"I never see egg-nog that I don't think of Grant," said the eldest, as he finished a glass of the stuff. "You know I was out on the Pacific coast, and on duty with Buchanan's battalion of the Fourth Infantry, when Grant resigned."

"Tell us the story," said another, as he lighted a perfecto and put himself in an easy attitude to listen.

"There isn't much of a story in it, but I'll tell you just what happened, for I saw it," the general replied. "You see after

the Mexican war the Fourth Infantry was ordered to Oregon. It was a great regiment, and as is usual with the old regiments of our army, it had a great fund of legends. It was created in 1796—and then reorganized by the consolidation of the Fourteenth, Eighteenth, Twentieth, Thirty-sixth and Thirty-eighth regiments in 1815. So it had a fighting record dating from the beginning of the Republic. I have never known a regiment in which the esprit du corps was higher. Its officers were about equally divided between the North and South.

"The code duello was recognized by the army in those days, and the mess rule of the Fourth was never to begin a row nor decline a challenge.

"We had just exchanged the heavy, long flint-lock muskets we had carried all through Mexico, for a cap-lock piece, and were busy teaching the men its use. There was no more drinking then than there is now, but nearly every officer took an occasional toddy.

"'Old Buck,' as Major R. C. Buchanan was then generally called in the army, was in command of the battalion. Augur, whom Grant promoted from the mid-

dle of the lieutenant colonels to a brigadier general, was a captain, as was Longstreet. Crook had just joined, and Sheridan hadn't yet left West Point.

"As I said, the 'tone' of the Fourth was particularly high. Buchanan, as major, had Grant's battalion. 'Old Buck' was a Marylander, who graduated from West Point into the Fourth in 1830. He was a fine type of the old-time soldier, rigid and unbending in manner, and the sternest of disciplinarians. He got it into his head that Captain U. S. Grant was drinking too much, and said so to him. Grant was a curious man in some ways. In his earlier days he simply had to take a drink occasionally. Finally in 1854—it was in the spring, I know—he made Grant sign a pledge, which, with his resignation, was placed in Buchanan's hands.

"Grant meant to keep his word. But one cold morning—for out there it is cold till late in the spring—Grant called upon the wife of an officer who had just brought his bride to the post. Of course there were refreshments and among them egg-nog. 'Take a glass, Captain Grant,' said the lady hospitably. She knew nothing about the pledge. And he took one. 'What possessed me I never could tell,' said Grant brokenly to a comrade captain as he told him the story, 'but the first thing I knew I had broken my pledge.'

"'My God!' said Captain James Longstreet (the famous general afterward), when he heard what had occurred, 'Poor Sam Grant is ruined!'

"Ten days thereafter Major Buchanan sent his orderly to Captain Grant's quarters, one morning after guard mount, to say that he wished to see him. Grant knew what was coming. He went at once. As he entered the commanding officer's official room several officers left. Grant stood up until Major Buchanan signed some papers, and nodded to his adjutant. That officer needed no more telling to get out. He didn't want to see poor Grant put upon the rack.

"Holding two papers in his hand, Major Buchanan, in his sternest manner said: 'Captain Grant, here are two papers you signed four months ago. One is your pledge; the other is your resignation. Is it true that you have broken the first?' Grant met his commanding officer's eye fearlessly. 'Yes, sir, it is true,' he said.

"'What do you deem my duty in the

matter of your resignation?' was Major Buchanan's next question.

"There was a moment's silence. Then Grant spoke. 'You are an old soldier, Major Buchanan. You do not need instruction touching your duty from me. But since you have asked the question, I will answer it. It is your duty to send in the resignation of any officer who breaks his pledge. I know of no reason why an exception to the rule should be made in the case before you.' He stood a moment longer. He had spoken.

"'That is all, sir,' and 'Old Buck' rose and bowed the captain out.

"Two months thereafter an official document from the War Department arrived. It informed Captain U. S. Grant that his resignation had been accepted to take effect from July 31, 1854, and another communication of the same date notified Lieutenant DeLancy Floyd-Jones of his promotion to captain in the Fourth Infantry, vice Grant resigned.

"Ten years before, July 1, 1843, U. S. Grant entered the United States Army. And now, this was to be the end of it all. He sold out his slender belongings, and early one morning in August left his life behind him."

* * * * *

There was a moment of silence. Nobody seemed to wish to break it. Finally the oldest officer present said: "Do you know how Grant got back into the army? I've never told the story, but it seems to be the fitting corollary to that we have just heard, and I'll tell it.

"In 1861 Captain ———, of the Eighth Infantry, was directed to repair to Springfield, Ill., and begin the duties of mustering officers. This was some time in April, toward the latter part, I think. Now, this officer has just come in with his regiment from Texas. He had not been east before for many years. But he had no time for visiting. He at once obeyed his orders, and three days after their receipt found himself at the state capitol of Illinois.

"It was in the earliest days of the war. The adjutant general of Illinois was a young lawyer named Mather, who died only a few days ago. He was totally ignorant of even the simplest military duty, and was not of the slightest use to the regular army mustering officer. That official had not even time allowed him to hire a clerk, and none was available there who

understood the intricate work of making out triplicate muster rolls that would pass the close scrutiny of the departmental eye at Washington.

"One warm morning toward the last of May Captain —— was wrestling with a particularly obstreperous muster role, when the adjutant general came in and said, 'Captain ——, do you know anybody named Grant?'"

"No, I think not," was the answer. "I haven't been east for an age, and I was never here before."

"Well," observed the other, "there was a man here this morning to see you, who said his name was Grant, and that he used to know you at West Point and in Mexico."

"Why, that must be Sam Grant," was the reply. "I knew he was out of the army, but I haven't seen him since we parted in Mexico."

"He said he would be back," said the adjutant general, as he closed the door.

"An hour thereafter Captain —— saw a shadow between himself and the window in front of him. A man stood there. He was plainly clad, his face was covered with a heavy brown beard, and he wore a not very new soft felt hat.

"Why, don't you know me Tom," he asked.

"It's Sam Grant, isn't it?" said Captain —— as he rose up and warmly shook hands with his old comrade of West Point and Mexican war days. He hastily ran his eye over Grant. It was clear that he was not prosperous.

"I've come here to get something to do, but I've no influence," said Grant, "and am becoming discouraged. Can't you give me something to do?"

"Why, yes," the captain replied, "I need some one to help me with these muster rolls, and you know all about them, don't you?"

"The other man nodded.

"Well, then, take that desk over there. I'll give you a hundred dollars per month, which I am allowed for a clerk, and perhaps I can help you to a commission."

"Grant nodded again, hung up his hat, and so began his service to his country in the great civil war.

"He told Captain —— his story and said he blamed no one but himself for his troubles. 'If I can but get a chance, Tom, I'll vindicate myself. I'll redeem the past.' And the captain, looking at

Grant's swelling veins as his face flushed up, said to himself: 'If I can help Sam Grant I will.'

"So they worked on together, these two old comrades, till Grant's chance finally came.

"One hot summer day dispatches that set Springfield simply wild came to hand. General Polk was on his way to Cairo, Ill., with 20,000 men. The War Department directed that every available man should at once be sent to the front.

"There were 3,000 men in camp. Captain —— reported to Governor Yates that afternoon that he was ready to muster into the United States service the Nineteenth, Twentieth and Twenty-first Illinois Regiments of Volunteers. Uniforms and arms had been issued to the men that morning. Nothing but the muster-in and making out of the field officers' commissions remained to be done.

"Who are you going to appoint colonels and lieutenant colonels of these new regiments, governor?" inquired the captain. "I ask, because if the news be true, these officers will have to lead their men in a fight in forty-eight hours."

"The room was full of candidates for the places mentioned. They knew the captain had been in every fight in Mexico. So they listened uneasily to the next words of the veteran.

"Have you any suggestion to make?" the governor slowly said. "By Jove! I don't want my troops destroyed because their officers are untrained."

"I have in my office," said the mustering officer, "an old soldier. He was at West Point with me, and we served together all through Mexico. He knows his business. I recommend him for a commission as colonel or lieutenant colonel of one of these regiments."

"There was a hurried consultation among the candidates.

"I will give your friend the commission of colonel of the Twenty-first Regiment upon your recommendation. Make out his commission, General Mathers. What is his name?"

"Ulysses S. Grant," said the captain. Half an hour thereafter Captain —— handed the colonel's commission to Sam Grant, saying: 'Here's your chance, Sam!'

"And so it was. The rest is history." — *Washington Post*.

How Johnny Reb Got a Goose.

We were in camp near Marietta, Ga., when I witnessed about as slick a piece of "appropriation" as I ever heard of. A farmer, who lived about a mile and a half from camp, had a flock of fine geese that made the boys' mouths water every time they passed them, and Tom——, a gallant soldier, who afterward lost an arm at Atlanta, swore he was going to have one if it cost him a month in the guard house. At the same time he proposed to take all proper precautions against being caught. The Ninth was "mounted infantry." Tom went to the "stables" and got three or four horse hairs and plaited them into a line; he fixed a bent pin at one end baited with a grain of corn, and tied the other end to a club about three feet long and an inch and a half thick. Thus armed and equipped he mounted his horse and rode past the farmer's place. As he returned he stopped a moment on the outside of the pen where the geese were feeding, and threw over a handful of corn, among it the grain on his pin-hook. In a second it was swallowed by a magnificent gander. A jerk of the club brought the gander into the air, and Tom put spurs to his horse and rode off, followed, of course, by the gander with outstretched neck, "honking" and hissing like mad. Tom rode turned half round in his saddle, with his club drawn back with both hands as if ready to strike, and apparently watching the gander with looks of apprehension. The old farmer, who had seen the gander rise in the air and apparently attack Tom, and seeing Tom ride off pursued by the gander, and apparently ready to strike him with a club, and, of course, not seeing the horse hair line, followed down the road, shouting to the fast disappearing soldier: "Don't hit him, mister, he won't hurt you." It is needless to add that Tom's mess had roast goose that night, while the farmer, seeing his gander voluntarily pursuing the soldier, and looking for his return when he got tired of wandering, never made any complaint.—*New Orleans Delta.*

—•—

The Railroad Liar.

"I commenced railroading nigh on to 13 years ago on the second division of this here road," said the young man in the blue overalls. "My brother Bill had started in about two months ahead of me, and

he got me the job. I was firin' the old 41 and Bill the 63, and in about a year we was both given a show at extra runnin'. That is, runnin' an engine when the reg'lar man was sick 'r layin' off. Bill was the oldest on the road, so he got a reg'lar engine first, the same one he'd been firin' on. He was a good man Bill was, steady as a clock, and all the officers liked him. We had a mighty bad piece of road on that division, right over the mountains, with cuts and grades and tunnels till you couldn't rest."

"Fact is, there wasn't a straight bit of track in the hundred miles. There was one place we called the 'loop.' The road ran up a narrow valley about four miles, then crossed and came back on the other side, but goin' up all the time. You could see the track anywhere on that eight miles, but it was either way up above or way down below you. Well, one night I was out on the road firin' the 41, about 20 miles from the 'loop.' It was a pretty night, clear an' starlight, an' we was runnin' along nice an' smooth, when all of a sudden I saw we was on the lower side of the 'loop.' It didn't seem to s'prise me any, and I was just goin' to get down and throw in some more coal for the hill, when I see a light on the track above us and there was a train climbin' the grade. There seemed to be a kind o' bluish light all 'round it, and I could see it plain's day.

"The engine was the 63 and I could see Bill settin' in the cab, lookin' out ahead; I stood there watchin' 'em, when all of a sudden I heard a whistle and another engine came around the curve in front of 'em. There weren't no time for them fellers to jump and I see 'em hit. Then I see the trainmen come up and pull Bill out from under his engine and lay him on the bank, and I knew it was all up with him. Then I come to and found the engineer shakin' me and thinkin' I was asleep. It didn't need no telegraph message to tell me about that wreck, but as soon as we got to the next station we heard all about it.

"Well, the next thing I knew was about six weeks after. They said I had brain fever, and it was nearly four months before I was ready for work. The 63 came out of the shop about the same time, and, they wanted me to take her reg'lar in Bill's place. I didn't want to at first, but they offered to transfer me to the other division,

that wasn't quite so bad, so I took her. Well, everything ran 'long smooth's could be for over a year, and seemed to go just right. Then one night they sent for me to take the express out. It was a nasty night, wet an' black, and had been rainin' two'r three days, an' the train was a fast one. I kep' about on time till we came to a place where the road ran 'longside of a hill. It was kinder clay ground, and a bad place for slides.

"I was runnin' cautious there, when all of a sudden I heard a whistle, and right ahead was a headlight. I just set the air-brake and reversed the engine when they was on us. I got a glimpse of the engine, and there on the headlight was No. 63, and settin' upon the box was Bill. Then they was gone. I knowed he'd come to give me warnin' of something, and soon's I got done tremblin' a little I took a torch and started out. Sure nuff, right in front of us was a slide that had twisted the rails right down the hill and would a-sent us down 300 feet. I didn't tell anyone what I saw to stop me, 'cause I couldn't explain it, and some wouldn't have believed it. The passengers wanted to give me some money, but I told 'em no, I couldn't take it, so they sent me a nice letter the next day, and the company give me a month's leave of absence on pay.

"Yes, I've seen Bill twice since then. Once when a car blew out on the main track in front of my train and once when a feller forgot his orders and run against me. But I couldn't stand it on the main line, so I got this job here where it's quiet and pleasant, and where the run is short. Some day I may go same as others have done, but I don't believe it will be Bill's fault if I do."

* * * * *

I turned to the operator standing at the door, and asked: "How long has that engineer been here?" The boy smiled. "He ain't no engineer at all and never had no brother. He's come from back here in the mountains about six weeks ago and has been watching this engine since. That's all the railroadin' he ever did. But," he added reflectively, as with a bit of rubber he laid low a venerable fly, "he can tell a pretty slick story if you give him a show."

—*Express Gazette.*

Bad Blood.

The president of the Baltimore & Ohio Railroad recently set a good example in refusing to make public proceedings of a

conference between the officials of his company and a grievance committee of the Baltimore & Ohio employes. The president is reported to have said that "the conference of our men is a matter that concerns their private interests and I have no right to make them public". Score one for President Mayer.—*Railroad Topics.*

There is a bare possibility that President Mayer may have had an idea that by making the proceedings of the committee public he would lower himself several degrees in the eyes of the same public. It will require stronger proof than the mere assertion to convince us that there has been found in this country such a model of a railroad president and one who has such a high regard for his employes as the above item would have us believe.—*American Federationist.*

The average railroad paper falls down on the very same stumbling block over which the *Federationist* stumbles in the above.

The idea that you must abuse railway officials to please railway employes is an erroneous one. No matter what a high railway official does some one will misinterpret his meaning, or the motive that has prompted his action. If you would be of service to railway employes try to bring them nearer to the president, or the president nearer the men. It is wrong for so able a writer as the editor of the *Federationist* to sow such seed—it's bad blood; see Mr. Hood and have him give you some parilla.—*The Western Railway.*

Bro. Warman's comment on the above is "timely and good," and in the instance quoted it is particularly applicable. Mr. Mayer's treatment of the committee throughout was straightforward in every respect and there was nothing that would in any way tend to lower him in the eyes of the public; his action in refusing information to the press was a courteous one to the committee.

—•— "Not Always."

BY LA CROSSE.

"Murder will out," remarked one of our number, as we were seated, three or four of us old college chums, by the fire in my room. "Don't agree with you there," said another. "Prove it," was the answer.

"All right," was the ready response.

"Make yourselves comfortable, for 'twill be quite a lengthy story." So we settled down to cigars and fruit, and he related the following story, which had been told to him by his grandfather:

"The events of which I am about to speak, occurred some sixty years ago, in the pioneer days of the goodly old state of Wisconsin; not a hundred miles from one of its oldest and now, most flourishing, cities. The neighborhood was composed of old eastern people from different states of the east. The people of whom I speak, if I remember rightly, were from Pennsylvania. A queer, taciturn set at best, but perfectly honest and upright in business deal heretofore. Poor in filthy lucre, as the majority of westerners were at that early time, Finch we will call them, tho' not their real names, it will answer the purpose of distinguishing them from their neighbors. All in the settlement had started out with log houses; but as their means increased replaced them with neat frame ones; all but Mr. Finch, whose faculty for money making did not seem as well developed as his neighbors.

"Finally he began his frame house, but soon came to a standstill for a lack of means. And carpenters refused to work without pay or lumber.

"Taking his team one day he went to the city and returned toward evening with a stranger and his tool chest containing a carpenter's kit—a carpenter who was an entire stranger in the west, and as a natural consequence, utterly unaware of Mr. Finch's penniless condition.

"That evening he opened his tool-chest, and took out some of his tools in order to obtain an early start at work the following morning, as one of the neighbors said, who called that evening at Mr. Finch's on an errand. The next morning the stranger had disappeared. 'Gone back to the city,' so Mr. Finch said, in answer to inquiries.

"But the neighbors' suspicions were aroused and in their minds foul play more than suspected, as time rolled on. For the stranger's tool-chest still remained in Mr. Finch's possession. And as it was an unusually good set of tools, if the man had been living he would very likely have sent for them. And not only that. Mr. Finch's sons were seen with some of the missing man's clothing on, or at least some that resembled that worn by the

stranger. Mr. Finch's new house was immediately completed, with the exception of the 'wing' part of the house, which was built in the usual style of that time—an upright and ell. The ell was closed and is still closed to this day, and none of the family could be induced to enter it after nightfall.

"Mr. Finch's oldest son immediately after began to be afflicted with insanity and is still subject to light attacks; and the youngest daughter committed suicide, so if foul play caused the stranger's disappearance, the old man paid dear for his folly. Suspicion and gossip ran high at the time; but not one had the courage or desire to investigate the secret of the closed room, tho' I have heard men say they believed the bones of the stranger would be found beneath the floor. 'Twas supposed that Mr. Finch induced the man to agree to work for him, and after arriving at the house had displayed money enough to tempt the old man to commit murder in order to obtain it. But the truth has never been brought to light and probably never will be, so you see 'murder does not always out.'"

They Took a "Degree."

HOW A WELL-KNOWN RAILROAD MAN AND HIS WIFE WERE INITIATED INTO A NEW LODGE.

Some of the railroad boys of the Midland met Mr. A. Beers, ex-trainmaster of the Colorado Midland, Sunday afternoon, and told him to be on hand at the lodge room, on East Fifth street, about eight o'clock in the evening, and to bring his wife, as it was the intention to organize a Ladies' Auxiliary to the Conductors' Association. Mr. Beers promised to be on hand in due time, and, shortly after the time specified, arrived at the hall, accompanied by his wife, R. C. Bowdish and several other ladies and gentlemen. By the time this party arrived, there were quite a number of railway employes present with their wives, all of whom were to participate in the institution of the new degree.

There was considerable activity among the gentlemen present. Several of them were noticed winking mysteriously at each other, then there would be a consultation, and a few whispered questions as to the condition of the "goat." That individual was said to be in a prime and hungry state, and ready to be used most advan-

tageously in the conferring of any degree from the first to the ninety-ninth.

Presently W. C. Cooper, looking very secretive, and with an air of preternatural wisdom, came in, carrying an odd looking package, presumably the paraphernalia for conferring the "degree." This package he placed on the desk of the presiding officer, and then glanced keenly about the lodge room, as though looking for any outsider who might have surreptitiously stolen in.

Everything was quiet as a mouse. On both sides of the hall were arranged a number of ladies and gentleman, all with eager and expectant looks, awaiting whatever might come.

"Brother Beers will please step forward and receive the mysteries of the first degree in the new order," said Mr. Cooper.

The "candidate" stepped forward, taking a chair assigned him in front of the presiding officer's desk.

"Mrs. Beers will also step forward," and the lady was escorted to the front by Mr. R. C. Bowdish.

Without further delay Mr. Cooper proceeded to deliver the "charge" as follows:

"Ladies and Gentlemen—You are all no doubt aware of the object which brings us together to-night. It has been the custom of all ages and peoples, from time immemorial down to the present, to show in some manner their appreciation of friendship, moral worth and integrity, and we desire to-night to express to our late trainmaster, Mr. A. Beers, and his estimable lady, our sincere appreciation of the many favors shown us as employes of the second division of the Colorado Midland Railway.

"Mr. Beers, in behalf of my fellow employes of the second division, I desire to say to you that we sincerely regret that circumstances are such that you have severed your connection with this company and ourselves. As trainmaster, your duties have been discharged by you in a prompt and fearless manner, to the satisfaction of all concerned. In your decisions you have tempered justice with mercy, for which we all of us sincerely thank you, and we desire to present you with a slight testimonial of our regard and esteem.

"This, Mr. Beers, I present to you from your friends and the employes of the second division, the emblem of the Knights

Templar, and by adhering to the motto we hope your crosses may be few, and the crown a symbol of your reward at the end of life's journey. I will also present you this little gem, which is emblematical of your friends of the second division. Hoping the future years may prove as bright to you and yours as this now appears is the sincere wish of all.

"As it is the practice of nearly all men to have a banker, kindly allow me, Mr. Beers, to present Mrs. Beers, as your banker, this token of remembrance, which we beg you to accept; for, as pure gold, it represents the esteem we hold for your estimable lady, and we trust that, wherever your lot may be cast, you may be surrounded by friends as sincere and loyal as those who now present you with these tokens of their regard and friendship.

"Mrs. Beers, kindly allow me to present to you this souvenir, trusting that when you look on the familiar names graven thereon it will be a happy reminder of many pleasant hours passed among us, and we hope you will remember us kindly and forget our many faults, and let us hope that when the summons shall come to us from the great hereafter, and we are each called to the final tribunal, we may find our names graven on the great book prepared for all. With kind regards for your future happiness, we ask you to accept these tokens in remembrance of your many friends."

When Mr. Cooper first began to speak, Mr. and Mrs. Beers did not quite understand the nature of the proceedings, but gradually it dawned on them that they were the objects of a presentation, and words would be inadequate to express the surprise and amazement depicted on their countenances.

At the conclusion of Mr. Cooper's neat little speech, Mr. Beers, decidedly embarrassed and overcome by emotion, arose and said:

"Ladies and gentlemen—This is truly an unexpected pleasure. I am thoroughly taken by surprise, and utterly unprepared for any such demonstration as this. If some of the boys were called up before me to receive a reprimand, I could readily enough find words to use, but words on this occasion fail me. All I can say is I sincerely thank you for these tokens of your esteem and friendship, and I shall always hold them in the highest and most sacred regard."

A moment's pause ensued, when Mrs. Beers arose and said:

"Ladies and gentlemen—I never made a speech in my life before, and cannot make one to-night. But I can say that this is a most unexpected pleasure. I shall always hold you all of you in most grateful remembrance, wherever I may be, and shall never forget any one of you, who have this evening thus shown your good will and esteem. I can only again thank you, heartily and sincerely."

After this formal speech-making, those present then came forward, and a general handshaking and congratulations ensued, the recipients of the handsome souvenirs taking occasion to again express, individually, their appreciation of the good-will and generosity of the donors.

The presents themselves were handsome, and of the most exquisite workmanship. The charm presented to Mr. Beers was a combination Knight Templar and ninety-fifth degree Egyptian rite. The latter consisted of a gold spread eagle with a diamond in the heart, clasping a saber in its claws. On the other side is a diamond crown with a ruby cross, both resting on the Maltese cross, and on the edge the motto of the order: "*In hoc signo vinces.*" The charm opens, and on the inside is the legend, "Presented to A. Beers by the Employees of the Colorado Midland, Feb. 8, 1891."

The scarf-pin is a very handsome diamond, set in solid gold.

To Mrs. Beers, as her husband's banker, a little bag was presented, filled with bright and jingling gold coin, to the amount of \$125.

The other souvenir was a square velvet covered plaque, on which were fastened a number of 10-cent pieces, each one engraved with the name of those who presented the souvenir. The design was very pretty and unique and was something which Mr. and Mrs. Beers expressed themselves as appreciating very highly. The names engraved on this souvenir are as follows:

R. C. Bowdish, T. Hancock, O. Greenough, H. D. Draper, E. L. Dunn, D. McPherson, George Kerlin, A. W. Danielson, C. L. Gilbert, Charles Ireland, William H. Harrison, Sr., W. Henderson, G. W. Ramsay, W. G. Grenamyre, William O'Brien, F. Hotchkiss, Dan Givens, W. H. Tillery, H. D. Corwin, William Sproat, J. C. Frizen, C. M. Marsh, John Johnson, W.

W. Dawson, C. O. McCall, J. P. Baldy, W. F. Neal, H. D. Farquhar, H. Boll, C. Nelson, A. F. Randall, F. Stiffler, W. H. Smith, C. W. Davis, C. E. Waterhouse, F. McLaughlin, Josh Dustin, O. F. Rickard, O. Riebel, H. F. Ritter, B. W. Burgin, W. F. Brannen, F. J. Roberti, H. Fanning, James O'Beirne, E. S. Donahue, P. Sullivan, F. H. A. Lyle, John Dooling, N. Brent, W. N. Dibble, H. F. Grove, A. S. Crawford, S. M. Brown, George Marsh, T. Ford, M. W. Sommers, O. A. Bostwick, L. J. Cummings, R. J. Cary, T. J. Callahan, J. S. Varner, M. Stiffler, A. B. Buck, H. L. Ellsworth, William Murphy, I. W. Fowle, T. B. McNeill, William Quan, A. M. Livingston, A. H. Sebring, J. C. Fulton, W. S. Steele, W. E. Sebring, J. H. Waters, F. E. Burbank, J. M. Slapp, Ed. Jackson, E. Gilbert, G. M. Richter, Andy Reed, J. O. Whitmarsh, Eugene Bennett, M. F. Horrell, W. C. Cooper, Sam Jacobs, T. J. Tierney, George Cowan, Robert George, Ed. Trowbridge, W. Jackson, J. McHolland, H. Hockmyer, M. J. McGinty, J. E. O'Brien, Frank McMahon, M. S. Regnier, C. C. Andrews, J. W. Morgan, William Switzer, H. P. Martin, J. T. May, W. Farrell, L. W. Hosford, Thomas, Saunders, A. J. Kibby, J. Weaver, William Conerty, N. D. Porter, T. F. Garvin, W. E. Patten, J. Butts, P. T. Jones, J. E. Hiles, J. O'Connell, L. W. Nichols, W. P. Bates, G. W. Purcell, M. McMahon, J. Dougherty, John Nelson, J. H. Andrews, W. T. Ward, Hugh Burnside, E. W. Little, W. J. Hall, James Fahey, J. P. Hyrup, M. J. Grady, B. S. Galloway, H. C. Burnett, C. H. Smith, A. G. Clark, J. W. Salter, J. R. Dean, B. McKee, Harry Beal, R. Stewart, James Nelson, K. G. Morley, W. L. Voges, "The Kid," William R. Hall, E. Nuckolls, C. Hayden, Jr., Railway officials and Conductors' association of Indianapolis, Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen, Order of Railway Conductors, Brotherhood of Railway Conductors, Brotherhood of Railway Trainmen, Order of Railway Telegraphers, Switchmen's Mutual Aid Association.

The workmanship on both the charm and souvenir was of the highest order of art, and was done by Mr. William Voges. The railroad boys appreciate highly Mr. Voges' labors in designing and executing the souvenirs, which are in every sense of the word, exquisite and beautiful. Those present Sunday evening at the presentation were: Mr. and Mrs. Howlett, F. Gar-

vin, C. W. Davis, O. F. Rickard, George Cowan, Mr. and Mrs. Gilbert, R. C. Bowdish, James Smith, Dan Givens, W. C. Cooper and wife, J. C. Fulton, Wm. Voges, Mr. and Mrs. Dunn, Mrs. McClellan, Mr. and Mrs. Beers.—*Leadville Herald-Democrat*.

Initiating a Novice.

Railroad men are not much given to the blues, and dull times in their business never bring monotony and ennui. The boys don't allow such a thing to happen. They always succeed in amusing themselves. The other day a party of them victimized a young man named Enos Wright, who would appear to have been from the country. Enos had read about the Indian war, and had seasoned this diet with a large amount of dime novel and yellow-colored literature. He came to Sioux City to enlist, and wanted to find out how he could get a start toward fame as a frontiersman. Some of the Milwaukee trainmen, to whom he told his tale, sent him to the Sioux City and Northern office and told him to report to "Lieut." Flack. He did so, and Billy at once caught on. After examining him and making him swear that he had no Indian blood in his veins, he turned him over to Capt. Shurtleff, who at ordinary times prefers the title of chief engineer to the military one which he very gracefully assumed for the occasion. Enos explained what he wanted, and asked if they could not send him to the front to fight.

Capt. Shurtleff painted a lurid picture of the life of an Indian fighter. He said he would receive \$13 per month and one suit of clothes every six months. But he said very few ever needed the second suit of clothes. They were pretty sure to get killed long before the first six months were at an end. The recruit would have to sign a contract agreeing to release the government from liability in case of his death. In case he was killed, he would be assured of a decent burial. After some other details had been explained, the young man was sent to Lieut. Brooks, who on more peaceable occasions acts as chief clerk at the Sioux City and Pacific freight-house. He was given a note to the lieutenant, telling what had been done. Brooks took him in hand and explained the weapons that would be required, and showed, by diagram, how to cock a cannon. He also

explained to the young man how in times of great danger he should form himself into a hollow square, and execute several other intricate military evolutions. Then he referred him to Sergeant Turner, whose civilian title is that of assistant yardmaster.

Here the volunteer was put through a physical examination. Sergeant Turner called in one or two assistants to help in this, and it was made very thorough. The young man was put through all sorts of motions and contortions, and was very fortunate to escape alive, as he finally did, though completely exhausted. After the examination he was given the grand hailing sign of distress, and the grip, in order, as was explained to him, that he might be able to tell where he was in case he should get lost on the prairie. Then he was told to go to Gen. Donald McLean. He started out for the general's headquarters with considerably abated ardor, and has not been heard from since.—*Sioux City Journal*.

What Shall the Harvest Be?

Was the inquiry with which the choir greeted the audience on the occasion of the marriage of Mr. Corn to Miss Wheat, in Creston recently.—*Railway Conductor*.

It is writ in the book, whose commandments we keep,

If we'd be in the harvest on high;
"Whatsoever thou sowest that same shall ye reap."

We shall see, in this Wheat by and by.

—*Western Railway*.

And we hope, as we read Cy's significant lines,
Which his neat little paper adorn,
That the wife, when she sees matrimonial signs,
Will simply acknowledge the Corn.

—*Denver Tomahawk*.

Tall oaks from tiny acorns grow,

Is a truth no one can deny;

And we hope that a-Corn which this harvest may know,

Will prove an oak in the sweet by and by.

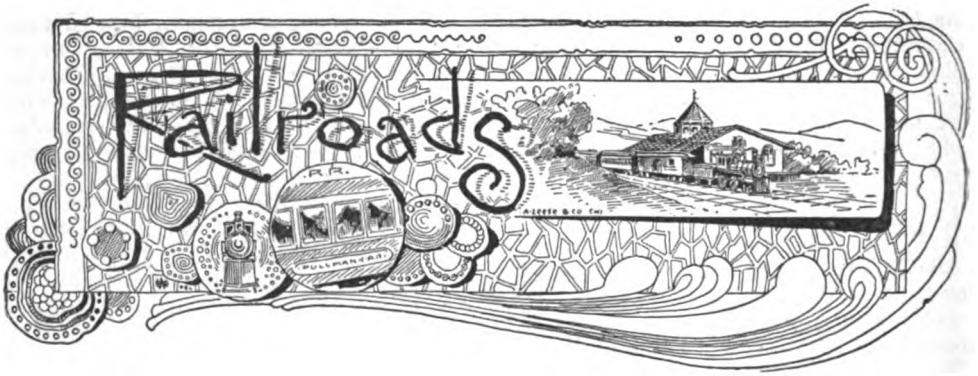
"Charley," she said in a tone of alarm, as her husband was preparing to leave for his office;
"you'll take good care of yourself, won't you?"

"Why, of course. I'm only going down to Wall street. There's no danger."

"But I've heard that Wall street is full of bulls and bears."

"That's all right. I'm one of the bears myself, and I'm not afraid of a couple of 'horns.'"

And he got 'em right in the mouth before he reached his office.—*Norristown Herald*.



OFFICE OF THE BOARD OF
MEDIATION AND ARBITRATION,
ALBANY, January 13, 1891. }

To the Legislature:

The Board of Mediation and Arbitration, believing that the recent New York Central & Hudson River Railway strike and the facts and circumstances attending it, are of sufficient importance to call for a special report, presents the following:

On the 8th day of August last, a strike of the employés of the New York Central & Hudson River Railroad Company occurred on the lines of that corporation between New York and Buffalo, and continued until September 7th, when it was declared off by the organization that had ordered it on. It was, both directly and indirectly in its ramification and effects, a most serious and damaging blow to and interruption of railroad traffic in the state of New York. From authentic sources of information it is learned that the number of employés involved was between 4,500 and 5,000; the number of employés who lost their situations as a consequence of joining in the strike, 3,500 to 4,000; the loss in wages to employés out during the six weeks of the strike, \$300,000 to \$400,000; the loss to the corporation estimated at \$2,000,000 as a maximum figure; and the loss to the public, with attendant danger to life, incalculable. There is to be added to the table of loss the lives of half a dozen persons killed by accidents consequent upon the strike; numerous bodily injuries; and the deprivation of three persons just sentenced to terms in the state prison by a criminal court in Rensselaer county, one under jury conviction and the two others under voluntary confessions of complicity in the displacement of a switch near Greenbush during the strike with the design of throwing a train from the track.

The Board was not informed of the movements that led up to the strike, and prior to its occurrence communicated with representatives of

both parties to the disagreement, at Albany and New York, in an effort to effect a settlement, but in vain. After it was on, the centers of trouble between New York and Buffalo were visited and renewed efforts were made with like result. It was then deemed best to inquire into the causes of the controversy as provided by law, and an investigation was accordingly made at New York and Albany during the first week in September. A verbatim report of the testimony taken is herewith presented, together with documentary evidence on behalf of those engaged in the strike by their attorneys. The latter shows that the strike was a subject of correspondence between the Master Workman of District Assembly No. 246, Knights of Labor, which ordered it, and the members of which participated in it, and the General Master Workman, Knights of Labor, for a period dating from February 3 down to the eve of the rupture in August. Their theory was, that discharges from time to time of employés belonging to District Assembly 246, disclosed a determination on the part of the company to break up that organization by picking off its most active members in detail, because such organization was for the purpose of securing advance of wages and other changes of existing conditions sought and asked for by the men, but denied by the company. They did not differ as to the propriety or efficacy of a strike to that end, provided the prospects gave evidence of success. The General Master Workman opposed it, however, on the ground of inexpediency of time and circumstances, and advised tactics and postponement to the more propitious period of the coming presidential or world's fair year, when the business and the necessities of the company would be greatest. But discharges continued until they reached the number of seventy-eight, embracing the Master Workman and other officers of District Assembly 246, and several of the most active members of subordinate local assemblies, which discharges appear to have precipitated the

strike. The claim of the company was that all the discharges had been made for good and sufficient reasons, entirely aside from any consideration of the fact that the men were Knights of Labor, and that no man had been discharged simply because he was a Knight of Labor. Be that as it may, there is little doubt that the company, through its agencies, was fully posted all the time upon what was taking place within the organization of District Assembly 246, and that it made preparations as best it could to meet the emergency of the strike when it came.

The apparent cause of the controversy, as it grew and stood at the culminating point of the strike, and as those causes were developed by the investigation, are therefore seen to have been a disagreement between the company and certain of its employés, and an irritation inseparable from such a situation. But the real cause of the whole trouble lies away back of these surface indications, which are but effects, and is to be found in the neglect of the legislature to properly regulate by law the relations of employer and employé in the railroad service of the state, which is a public, not a private, service. The spectacle presented by this strike upon the Central-Hudson Railroad, the great highway of travel and transportation across the length and through the business part of the state of New York, created and established by the people represented in senate and assembly primarily for their own benefit, was that of two hostile forces arrayed against each other for offensive or defensive violence as occasion might arise, and each practically a law unto itself. It is in evidence that the corporation, in anticipation of the strike, hired outside of, and brought into the state and stationed along its lines, after the strike commenced, a body of armed men, and thus undertook in a semi-military fashion to exercise the function of protecting life and property. If there was necessity for this—if the corporation found it to be a fact, warranting such a course, that it could not rely upon the public authorities, acting in pursuance of law, for safety, then the state is to blame for the presence and conduct of these non-residents within its borders. If, on the other hand, there was no necessity—if the public authorities, properly clothed with power of law, could have ensured safety, then the corporation is censurable. In either case, the Board, as contemplated by section 11 of the law of its creation, suggests "as conducive to harmonizing the relations of and disputes between employers and the wage earning masses," that an act be passed prohibiting the presence in this state of any such force of armed men, whether acting singly or in a body.

Another feature of the controversy calculated to make additional impression of the impropriety of the interference in the operation of a great highway of public travel within the state, created by the people of the state primarily for their own use and benefit, by persons and forces from without the state, was the fact that the strike as soon as declared was taken charge of and directed by an Executive Board composed of four members in addition to the General Master Workman, neither of whom was or is a citizen of the state, one of whom is a British subject resident in the neighboring Dominion of Canada, and the chief of whom had, in advance, over his own signature, declared success of the strike to be impossible, and gave conclusive reasons why it must prove so.

In its annual report for 1887 the Board had occasion, as it has had occasion every year since in consequence of strikes upon railroads, to call the attention of the Legislature to the certainty of their recurrence, unless prevented by adequate provisions of law which shall declare the railroad service performed by its corporate creatures the public service it is, and regulate it accordingly for the mutual benefit of the three parties in interest—the people, the corporations, and the employés. Prevention, not cure is what is wanted. The relations of the people to railroad corporations are the subject of many statutory provisions. The state has exercised its power to prescribe what the people shall pay, and what a railroad shall receive, for service of the latter to the former. And the result is stability and satisfaction in these relations. Why not use the same power to the same end in establishing the relations of the railroad corporations and their employés, by such provisions of law as may be necessary, appropriate and effective? It is not the province of the Board to frame bills for enactment into statutes by the Legislature, but in obedience to the requirement to make suggestions as to legislation, it would indicate as points that may be covered by law:

1. The service rendered by railroad corporations created by the state is a public service.

2. Entrance into such service should be by enlistment for a definite period, upon satisfactory examination as to mental and physical qualifications, with oath of fidelity to the people and to the corporation.

3. Resignation or dismissal from such service to be permitted for cause, to be stated in writing and filed with some designated authority, and to take effect after the lapse of a reasonable and fixed period.

4. Wages to be established at the time of en-

try, and changed only by mutual agreement, or decision by arbitration of a board chosen by the company and the employés, or by a state board, or through the action of both, the latter serving as an appellate body. Other differences that may arise to be settled in a like manner.

5. Promotions to be made upon a system that may be devised and agreeable to both parties.

6. Any combination of two or more persons to embarrass or prevent the operation of a railroad in the service of the people, a misdemeanor; and any obstruction of or violence toward a railroad serving the people, endangering the safety of life and property, a felony with punishment of adequate severity.

7. Establishment of a beneficiary fund for the relief of employés disabled by sickness or accident, and for the relief of their families in case of death, as is done upon the lines of a number of railroad corporations in other states.

All to the end of a discharge of mutual obligations of railroad corporations and employés, the enjoyment of mutual benefit and the securing of a permanent and satisfactory service to the people, who have a right to it, and a right to use every power necessary to obtain it. The railroads of this state, with an aggregate capital of \$714,262,535, operated by corporations created by the people, carried during the last fiscal year 744,487,396 passengers, and transported 110,653,003 tons of freight. For the service the people paid them: for passenger service, \$84,497,989; for freight service, \$110,296,474—a total of \$194,794,463. It would seem to be superfluous to elaborate argument to establish the fact that no man or set of men, in the management of the railroad corporations or in their employ—in the state or out of it, should be permitted to have it in their power to arrest, obstruct or in any manner interfere with this great service of the people.

All of which is respectfully submitted.

WM. PURCELL,
GILBERT ROBERTSON, JR.,
F. F. DONOVAN,

State Board of Mediation and Arbitration.

CHARLES J. MADDEN,

Secretary.

Liability and Responsibility.

A CORRESPONDENT TAKES THE LAW TO TASK AS BEING IN THE INTEREST OF CORPORATIONS.

[By request of an unknown friend, who signs himself "Only an Operator," we reproduce in this number an article from the pen of a veteran conductor and an old member of the Order who occupies an official position and who will be remembered by all who participated in the excursion from St. Louis in 1880, which was written

in 1887 for the *Washington Railroad*, and which is particularly appropriate just now when legislation on the question discussed is pending in several states.]

Editor Railroad:

Reading in this month's legal column of your valuable journal an article on the right of master and servant, I hope it will not be out of place to say a few words in regard to the illogical and inequitable law that is in the interest of corporations and in hostility to the workingman.

In this instance it seems to be judge-made and not statutory law that is the arbitrary rule that an employer shall not be liable for an injury to his employé, if such injury were caused by the negligence of a fellow servant. But why not? The employé does not select his fellow servant, has no control of his conduct, and cannot discharge him.

These things are exclusively within the power of the employer, and where the power rests there should be the responsibility. Take the case of a trainman, conductor, brakeman, engineer and fireman. They may be conducting their train with all the skill and ability they possess, yet through the negligence of some employé, whose duty was to look after such things, a broken rail, rotten tie or defective bridge throws the train from the track and some of the employés in charge are either killed or perhaps maimed for life.

Is it right that they or their heirs should not receive some compensation for their loss or the suffering that they may endure?

In many cases where death results from accident the companies refuse to pay the funeral expenses. The effect of taking from the corporations this invidious exemption would be to make them engage more competent and capable servants by the payment of better wages, and so guarantee to employés greater safety and security of life and limb. As the law now stands an employé who has the misfortune to lose a limb, or is killed in the discharge of his duty, he or his heirs cannot recover any compensation. He may get a verdict for damages before a jury, but the supreme court will reverse the same. He must prove that the accident was caused by the incompetency of a fellow servant before he can recover damages. I am no lawyer, but that is the way I understand the law written in your journal. Many, one-fourth, of the accidents that happen on railroads are the result of employing incompetent men.

If the Brotherhoods of Engineers, Conductors, Brakemen, and Firemen at their annual conventions would give this attention and appeal through their committees to the legislators of

their states to repeal this law, instead of having a good time, what a great benefit it would be to the widows and orphans that are left helpless each year by having their husband, father, son or brother killed, thus depriving them of a living and throwing them on the cold charity of the world. It would also, in the end, result in benefit to the corporations; for when they know they will have to pay for death or injury they will employ none but competent servants. The result will be there will be fewer accidents.

I trust the day is not far distant when the government will require engineers and conductors to qualify and take out license, the same as engineers and pilots on the ocean and rivers, before being employed in their respective capacities.

W. D.

O. R. C. Headquarters.

The Order of Railway Conductors' Committee, which is laboring to secure the headquarters of the Order for this city, adjourned last night much encouraged with the outlook. The committee desires to be able to go to the coming national convention with a guarantee that will bring the Order's headquarters here. The Board of Trade and Commercial Club have promised to lend all the assistance possible, and Governor Hovey, upon whom representatives of the committee called yesterday afternoon, volunteered to use his influence toward securing the headquarters.

Members of the Legislature agreed to have the General Assembly pass a concurrent resolution inviting the Order to establish its permanent home here. There are reasons to believe that if the conductors bring their headquarters here, the locomotive engineers, the firemen, the brakemen and other railroad men will establish their headquarters here.

The members of the committee feel confident that if Indianapolis gives the movement proper encouragement the headquarters will be located here. But there must be some substantial encouragement. St. Louis, Denver, Columbus, O., and other cities are preparing to "come down" liberally in order to secure the Order. Indianapolis, however, has the advantage over any of its competitors in being so centrally located, and with some effort will easily out-distance them.—*Indianapolis News.*

Nashville, Chatanooga & St. Louis.

Under date of January 10th, the general manager of the above road issued the following instructions, in accordance with the agreement made with the Order committee;

From this date the following regulations will be observed:

1st:—Whenever the business of the Nashville, Chatanooga & St. Louis Ry will not enable through freight crews to make an average of 3000 miles per month, the through crews last put in service will be suspended.

2:—On through runs conductors will be paid \$2.65, and brakemen \$1.80 per 100 miles run, and when delayed exceeding two hours beyond schedule time, conductors will be paid in addition, 30 cents, and brakemen 18 cents per hour for all delays over two hours.

3d:—When crews take freight one way and are deadheaded back, on freight trains, they will be allowed regular wages.

4th:—On wood and wrecking trains regular mileage will be paid for the distance run, and in addition, conductors will be paid 30 cents, and brakemen 18 cents per hour while their train is being loaded or working at a wreck.

5th:—When trainmen are subpoenaed to attend court in behalf of the company, in addition to their expenses, conductors will be paid \$3.00 per day, and brakemen \$2.00, and the company shall be entitled to their witness fees.

6th:—Three local freight crews will be assigned to each division and conductors will be paid \$80.00 per month, and brakemen \$1.80 per day.

7th:—Trainmen living within one mile of Church street depot will be called in the same manner that the Louisville & Nashville railroad call their trainmen at Nashville.

8th:—Passenger conductors on main line will be paid \$3.00 per day, baggage masters \$1.66, flagmen \$1.50, and porters \$1.00.

Baltimore & Ohio Railroad Company.

GENERAL MANAGER'S OFFICE.

BALTIMORE, Md., Jan. 11, 1891.

W. H. BUDD, Chairman.

A. J. MUNSELL, Secretary,

For Trainmen Trans. Ohio Div. B. & O. R. R.

Gentlemen:—Replying to your communication of the 10th inst., in which you agree to accept our proposition for adjusting the rates of pay of the trainmen on the Trans. Ohio Division for the year 1891 with the understanding that if the business of the company is as good, generally speaking, in January 1892, as at present, the rates will be advanced to two and three cents per mile on through freight runs for brakemen and conductors respectively and the following rates for passenger men on runs of five thousand miles and over, viz:

Conductors.\$2.20 per 100 miles.

Baggagemen..... 1.20 " " "

Brakemen 1.10 " " "

Same to take effect January 1, 1892.

I have to say that your proposition is satisfactory, and the same is hereby agreed to.

It is further agreed that on local passenger runs of over four thousand (4,000) and less than five thousand (5,000) miles, no increase will be made; men on such runs will receive the regular monthly rate of one hundred, sixty and fifty dollars respectively for conductors, baggagemen and brakemen, and on runs of less than four thousand miles the pay to be arranged on a fair and equitable basis.

Yours truly,

E. DICKINSON,

General Superintendent.

Approved,

J. T. ODELL, General Manager.

The following rates of pay for trainmen on of the B. & O. R. R., and rules governing same, will take effect January 1, 1891.

ARTICLE I.

Sec. 1. Passenger conductors will receive one hundred dollars per month.

Train baggagemen, sixty dollars per month.

Passenger brakemen, fifty dollars per month.

Sec. 2. Five thousand miles to constitute a month's work. Over five thousand miles to be paid for on a pro rata basis. Local passenger runs of over four thousand and less than five thousand miles to be paid for on a basis of 5,000 miles.

On local passenger runs of less than 4,000 miles, the pay will be arranged on a fair and equitable basis.

Sec. 3. On all through freight runs, conductors will receive two and nine-tenths cents and brakemen one and ninety-five-hundredths cents per mile run. Provided, however, that on runs of less than 100 miles the pay shall be for 100 miles.

On local freight and pick up runs, conductors will receive three and one-half cents and brakemen two and one-half cents per mile run, provided, however, that on runs of less than 100 miles the pay shall be for 100 miles.

Sec. 4. On work and wreck trains, conductors will receive three dollars and brakemen two dollars per day; 12 hours or less to constitute a day's work; all over 12 hours to be paid for as per Article 2, Section 1.

ARTICLE II.

Sec. 1. Conductors and brakemen will be called one hour before they are marked to leave and will receive overtime after 13 hours from time called, on a basis of twenty-nine and nineteen cents, respectively, thirty-five minutes or more to constitute one hour; less than thirty-five minutes not to be counted.

ARTICLE III.

Sec. 1. Conductors and brakemen deadheading on company's business will receive half pay at mileage rates.

Sec. 2. Conductors and brakemen attending court as witnesses for the company will receive three and two dollars per day, respectively, while absent from their runs, and one dollar per day for expenses.

Sec. 3. When conductors and brakemen are called for a run and the train is afterwards abandoned, they will receive one-fourth of a day and remain first out.

ARTICLE IV.

Sec. 1. Conductors and brakemen reaching a terminal after a continuous service of sixteen hours will be entitled to eight hours rest before being again called to go out.

ARTICLE V.

Sec. 1. In case any conductor or brakemen shall be aggrieved by his treatment or by any decision of the division superintendent, he shall have the right to appeal his case to the higher officials.

Sec. 2. Conductors and brakemen suspended will be given a hearing at the earliest possible date, ordinarily within seven days, and notified promptly of the result of the investigation, and if the conductors or brakemen thus suspended are exonerated from blame they will be paid for all time lost as per Article 1, Sec. 4.

ARTICLE VI.

Sec. 1. Vacancies in the passenger service will, as a rule, be filled from freight service, and all things being equal, the oldest man in the freight service will be given preference.

E. DICKINSON,

General Superintendent.

Approved,

J. T. ODELL,

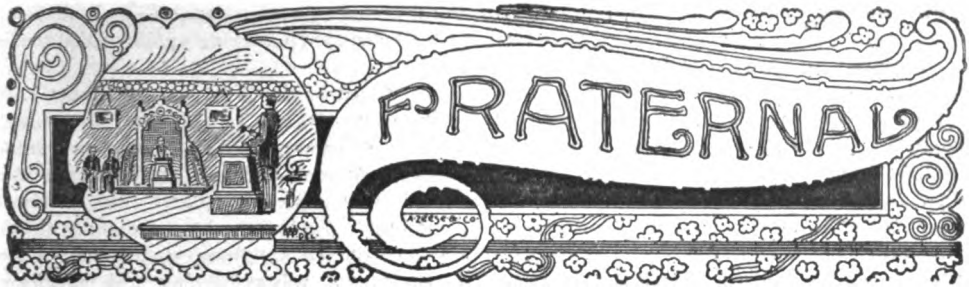
General Manager.

W. H. BUDD, O. R. C.,

Joint Chairman,

A. J. MUNSELL, B. R. T.,

Joint Secretary.



Reply to Bro. L. D. Canady.

Hunt up the cap, dear wife, the cap with the gilded band,

And the nickel-plated punch I used with this disabled hand,

That has laid away, for many a day, on account of the spotter gang.

You can polish the buttons and dust the coat of blue,

And trim the wick in the silver lamp and globe of crimson hue,

That has been laid away, for many a day, for the spotter will not do.

Conductors are not angels, but they are honest men;

The spotter has been spotted and driven from the train.

It's many a year, my little dear, since the father of spotters fell,

And the general manager of the universe has him chained in (h—ll) hades.

INDIANAPOLIS, Ind., Feb. 16, 1891.

Editor Railway Conductor:

Doubtless some members of the Order think that Indianapolis Division No. 103 has been "annulled," as it has been a long time since anything has appeared in *THE RAILWAY CONDUCTOR* from this division. At the election held in December the following officers were elected: C. C., A. J. Morrow; A. C. C., A. E. Orr; S. C., J. J. Sullivan; J. C., John Shugrue; S. and T., H. M. Mounts; I. S., C. E. Prugh; O. S., John Andregg; Delegate, H. M. Mounts; Alternate, A. J. Morrow.

Division No. 103 commenced the year with 164 members and has been adding members steadily each meeting. Trains from Division No. 103 start promptly the first and third Sundays of each month at 2 p. m., and since the first of the year it is "a poor run" when we don't get a chance to bring two or three from "off the platforms" to the inside.

Just at present the one great question that concerns Division No. 103 is the headquarters. Surely

no other city in the country could equal Indianapolis for a location. It is centrally located, has good hotels, railroads diverging in all directions and as hospitable set of people as will be found any place; and to any delegate to the Grand Division who is in doubt as to how he will vote, I would just say for him to "put it in straight" for Indianapolis and that he will have no cause for regret, and in all probability will not lose his vote either.

Yours in P. F.,

PUG.

BRAINERD, Jan. 26, 1891.

Editor Railway Conductor:

It has been iterated and reiterated by a great many of our members that the Order does not seem to have a very definite purpose in view further than to secure for that portion of them, who wish it, some protection against accident or help for their families in case of death at the lowest possible cost, and to unite in a fraternal union, the conductors of America.

This is very good so far as it goes, but if I am correctly informed, only about one third of our members avail themselves of the insurance, while complaints are very common about members who have broken faith as to fraternal feelings; also that membership is not an earnest to a good name.

I shall not stop to dilate on these complaints, but will endeavor to show, if possible, how a better state of affairs can be brought about and these things be made to adjust themselves in a natural way so that there need be no further cause for complaint.

The first question to consider is, what is the objective point of the Order? This is to presumably better the condition of its members. It is believed by many that this is only so in the abstract, and they would like to see it more so in the concrete. When we consider that conductors are continually being forced out of their positions by scores, and hundreds of them are scattered all over the country braking and trying to work their way to the front again, while nearly as

many more are constantly traveling about seeking employment, it cannot be claimed that very much advance has been made in this direction, and there is evidently something wrong.

It is also true that all of our members do not take the same view of this matter. Some seem to think that the Order is only intended to secure better wages, others to adjust grievances. And still others look upon it as merely a social affair. While nearly all stop short at their one idea and find fault because they are often disappointed, at the same time they are doing practically nothing themselves to bring about the condition they wish for.

The Order must have an object and one that is tangible and means something. It must have a standard for its members, and that standard must be kept a little in advance, for the moment we think we have reached that standard and rest in fancied security, that moment we are in danger of sinking into a state that will leave us behind in the race.

As before stated, the objective point of the Order is to better the condition of its members. The next thing to consider then is, what is necessary to do this, and after this find a way to bring it about. I shall endeavor to give my own views, but would like to hear from others.

I know of no way in which the Order can do more for its members than by securing for them security in their positions at reasonable pay and fair and courteous treatment and a standing in society and the world. The question now comes, how is this to be done? Water will seek its level, is a trite saying. The devil is the devil hidden under whatever cloak. In order to better our condition the first thing to do is to make ourselves better. The Order, to be in a position to lift up and sustain the condition of conductors, must have standing. It must be clean. It must establish for itself such a reputation as will guarantee for its members faithful and efficient service, sobriety, and what is more important than all, honesty. When such a standing once becomes an assured fact the Order will be in a position to take care of its members and need have no fear for the result. The inexperienced, supercilious officials who get into positions through favor and chicanery, will find that they cannot throw old and tried men out of employment just to gratify their own whims and prejudices. Should any of our people be so unfortunate as to be at the mercy of such men, from whose mandate there is no appeal, they will have no difficulty in finding another position on one of the many railroads that are managed by able and intelligent officers.

We have now briefly stated how condition

of the conductor can be bettered, and the Order can be instrumental in bringing about that condition.

Is the Order in a position to do this now? If not, why not? It can be.

It is a well known fact that conductors are continuously being reported by alleged detectives for crookedness, and are as regularly being dismissed "for cause." There has got to be so much of this that all conductors are placed under more or less of a stigma, and railway officials, the majority of whom would rather think different, are led to look upon their men with distrust as a rule, to that extent that they employ a great number of cheap detectives to watch them. The official having his confidence already shaken, readily believes their report, whether true or not, and fires the conductor.

As it happens, members of the Order are no exception. Again, I know of cases where conductors have been given positions in preference because of their experience, then start right in and prove themselves almost common drunkards or worse by getting drunk right on the road. The effect of this has been that even good officials, who aim to secure for their road the best service, place no confidence in any man until he has made an individual record for honesty, sobriety and efficiency.

So long as our members are placed under this ban it is useless to expect the Order to be of any benefit to its members.

The Order can, by taking the proper step, remedy this. The division room should be a school for its members. An hour or more spent in discussing the best methods of handling trains successfully and of avoiding mistakes, will be of inestimable value in interesting the conductor more in his work and improving his mind. He will be brought face to face with neglect and its results, and will become more efficient.

The Order should imperatively demand from its members sobriety. A man addicted to the habit of drinking loses control of himself and soon gets into the habit of drinking while on duty. A man feeling the effects of liquor is unfit to assume the responsibilities of a conductor.

He should be perfectly sober at all times while on duty, and not have his senses dulled with intoxicants. Frequent disasters have been the result of over-indulgence in drink. Too much cannot be said on this point, but I will refrain from saying more at present. There may be exceptions, but they are rare. Let us all quit it.

When a conductor is placed in charge of a train and entrusted with the handling of money,

the company has a reasonable right to expect an honest return of the same.

It is true there are many cases where apparent dishonesty is the result of haste or an oversight, and the conductor could reasonably plead extenuating circumstances. It is also true that in many cases unprincipled scoundrels who come cheaper than good detectives make lying reports in order to make a good showing, and honest men become the victims of their perfidy. But is it not true that there are cases where the accused may be guilty and has only met with condign punishment? So long as such a state of affairs exist officers cannot be blamed for looking upon untried men with distrust. There may be a few in the Order who will take exceptions to my remarks on this point. If so, let me say that even if you are honest yourself, so long as you allow this stain to rest upon your calling, so long you will be the object of suspicion and at the mercy of cheap detectives.

It is in the power of the Order to wipe this stain at least from its own members, but to do this and to establish for them a reputation for honesty, sobriety and excellency, perseverance is required, coupled with eternal vigilance, stringent laws and prompt and vigorous action.

I do not want to be understood as saying that offenders should be hunted down and peremptorily kicked out, but I do say that they should be educated up to the standard and induced by kind and brotherly persuasion to keep in line with the principles of the Order. If they still persist in going contrary to its teaching, then cut loose from them and let them fight their own battles.

And now in order that there may be no bungling in the matter, the Order should make such laws as will guarantee the result aimed at, and I say without fear of successful contradiction that when this result is once attained and established no O. R. C. man need go begging for a position, but may depend on fair treatment and his membership will always stand as a prescient to a good name.

Many who may agree with me will perhaps ask: How is the Order to control the individual acts of its members? To such I would say, by wholesome and proper laws. The standard and principles of the Order must be established and then carefully protected by a code of laws that mean something. It should be required of every division, or the nearest division, to take up the case of its members when charged with dishonesty and if after a careful investigation, he proves to be innocent, fight his battles for him; if guilty, expel him from the Order. The secretary of every division should be required to make a report

to the Grand Division of members discharged together with the finding and result of the investigation, when it is for a cause requiring one. A member found derelict in his duty should be censured for it. In short, a vigorous policy should be adopted and carried out until the name of the Order is above suspicion and without a stain.

CONDUCTOR.

ELMIRA, N. Y., Feb. 6, 1891.

Editor Railway Conductor:

At a regular meeting of Elmira Division No. 9, the following officers were elected for the year 1891: C. C., H. C. Hoagland; A. C. C., W. S. Whitley; S. and T., M. C. Slattery; S. C., S. Tinklepaugh; J. C., J. T. Walsh; I. S., Ira Jones; O. S., H. Staples; Delegate, C. E. Stickles; Alternate, E. E. Surdam; Division Committee, C. W. Abbott.

Yours truly in P. F.,

M. C. SLATTERY.

FRANKFORT, Ind., Jan. 1, 1890.

Editor Railway Conductor:

Clover Leaf Division No. 254, has been a trifle slow writing you, but there is nothing else about us affected that way. We have thirty-five members and more in sight. Our officers for the following year are:

William Businger, C. C.; Charles A. Howard, A. C. C.; B. F. Haselton, S. and T.; H. J. Hille, S. C. and Delegate; George Campbell, J. C.; J. J. Downer, I. S., and J. F. Miller, O. S. We met in our new hall for the first time Sunday, Jan. 11th. On arrival, we found the altar and stations each covered with a fine scarf, neatly embroidered, with a gold clover leaf in each corner, and O. R. C. 254, in the center, being the work of Mrs. Wm. Businger and daughters, who presented them to the division.

Most of our members living here are married, two having joined the benedicts very recently.

We hope in the near future to be able to report a Ladies' Auxiliary.

Yours in P. F.,

R. A. S.

Editor Railway Conductor:

Hiawatha Division No. 240 elected the following officers at their regular meeting, Dec. 28, 1890: C. C., Wm. Sims; A. C. C., W. T. Long; S. and T., Chas. McKereghan; S. C., F. Jones; J. C., J. Meehan; I. S., W. Vincent; O. S., G. Bennett; Delegate, J. Meehan; Alternate, J. McMillan; Trustee, D. E. Loftus.

Yours in P. F.,

WM. SIMS.

RICHMOND, Ind., Feb. 1, 1891.

Editor Railway Conductor.

Dec. 27, Logan Division No. 110 elected the following officers for the ensuing year:

Chas. E. McKeen, Chief Conductor; George Felker, A. C. C.; E. W. Alexander, Secretary and Treasurer; Frank Nichols, Senior Conductor; F. F. Murphy, Junior Conductor; Thos. Collins, Inside Sentinel; M. D. McAvoy, Outside Sentinel; G. M. Safford, Delegate to Grand Division; P. E. Weise, Alternate; Jas. Kinney, Division Committee for three years; F. F. Barnett and J. W. Finck, Correspondents.

Bro. McKeen is a passenger conductor on the Vandalia. He was assistant chief for some time. Five of the other officers are freight conductors, and I believe they will take a deep interest in the Order and will be of very great benefit to us. We are adding new names to our membership almost every meeting. I do not think there will be a conductor on the Pan Handle system (in this territory) out of the Order at the close of the year.

Our late chief declined re-election on account of his being out of railroad service, but promised to meet with us whenever possible. We shall miss him, for he never failed to be in his chair when in the city. Old Commodore was loved by all. He being our delegate to the Grand Division three consecutive years, is now a regular member, consequently we shall have two bright lights in the St. Louis convention, and if Bro. Safford rises to a point of order the members must not think he is a mossback because he is short of wool. I tell you right now, he will be heard and will be an acquisition that the Brothers may be proud of. He is a man of large railroad experience and I think it would be profitable to weigh well what he may have to say. I suppose I was re-elected corresponding secretary because our division does not care to be put in print very often. As I have kept quiet for several months, I ask indulgence in consequence of the length of this. I will touch briefly on several subjects.

First, federation. I wrote quite an article on this subject immediately after the engineers meeting in the east, but concluded not to send it, principle reason being, it was too radical. Will just say, that before that meeting I had been led to believe the B. of L. E. and the B. of L. F. were quite enthusiastic on the subject of amalgamation and were heartily in favor of it. Why this change of front?

From the action of the eastern engineers and conductors since the last annual meeting, they most certainly think we out west are unworthy of their love, assistance and advice, and that even here in Indiana, Indians are thicker than cockroaches around their lunch-counters. I hope we

will hear no more of the alliance until such time as the chiefs of the different organizations have mapped out some plan of combination which they can submit to the members for action so that when the final vote is taken we will know just how we stand.

The thought just presents itself. What would have been the result of the C. & E. trouble had the forces been at sword's point?

I wish I knew what or how to present to the different organizations a mode of procedure. When disputes arise between employer and employes that the differences could be amicably adjusted without resorting to *demands and strikes*. I detest both words, besides there is no money in it either. We hear of a grievance committee to wait upon the officials. We ask to read the list of complaints. We first find, complaint reasonable. Second, not profitable to either party. Third, something employes should have. Next, a demand that is out of all reason. We suggest erasing this or that, etc. Oh, no, we expect the officials to cut it down. *Never make a complaint that you cannot prove is right or just.*

I believe in conservatism, opposed to revolutionary measures. Labor must be protected, but it must not be forgotten that capital must at least have about fifty-one per cent. of advantage else there will be no demand for our services, and then what? If subordinate officers mistrust us without cause, we have a right to submit the case to higher authority. If they do right they will gladly rectify the trouble, thereby proving to the men that they intend justice to all. If one of our members does wrong and gets into trouble instead of fighting his cause or demanding his reinstatement, we expel him from the Order. We then prove to the officials that *we* mean justice and that every man must be worthy of his hire. Of course the nature of the trouble and the man's record to be taken into consideration in all investigations before services dispensed with. Tyrannical masters are not in demand at this age; no matter how humble the subject, he is entitled to respect and kindness, and it must also be borne in mind that we *must*, in order to be good employes, respect and cheerfully obey the orders and instructions laid down for our government. I may be mistaken, but I believe, if proper methods were employed when misunderstandings arise, they could be adjusted satisfactorily to all.

Take the C. & E. trouble for example. The press tries to make it appear that the entire trouble was caused by the discharge of our Brother Scott, the train dispatcher. I do not know the facts. Think it certainly was the duty of our different Orders to apprise the public of the true state of affairs. If Scott made a lap order the officers

would be justified in making a change for the safety of employes and public, particularly if an accident resulted therefrom, or that it could be shown that the dispatcher was not a reliable man. If this lap order issued before present management took hold it would appear to me that they would find enough to do to adjust their own trouble. I do not and cannot believe this the only grievance of employes. I am told some of the present officers treated the men shabbily. Every move made indicated that it was only a question of time when all the old men that held desirable positions would have to give way to friends and relatives. That already they had examined quite a number of brakemen and firemen for promotion and not *one* passed. Opening the way to employing new men and give as a reason, nothing but blockheads on the line. Also that they had put one man to running a train who had been discharged by the Santa Fé for gross carelessness, thereby causing a collision. I hope our worthy chief will give us the facts. I understand when he arrived on the ground and met Vice President Thomas with the other officials and heads of labor, it was not long until an amicable adjustment was reached. I have it direct from a high official of that road that it is the intention to retain every man now in the service so long as an honest effort is made toward faithful discharge of duty. This officer I know to be an experienced railroad man and fully understands what is required to make a good engineer, conductor or train dispatcher. He also says that his stay in the C. & E. division satisfied him that the men as a class are equal in intelligence and appearance to any set of men in his knowledge and speaks in highest praise of our Grand Chief Conductor. I sincerely hope the men will appreciate this and carry out the orders and discipline of the line regardless whether or not it is just as their old officers did it. Remembering that they are responsible, and that in some of their ideas they wish to introduce may be of material benefit to men and company. Few words about moving of headquarters of our Order. At the last union meeting held at Indianapolis a state committee was appointed to draft a plan to be presented before the state and city legislative and commercial bodies urging their co-operation in the movement to making Indianapolis the head centre of our worthy Order. They meet the 3rd, inst. What line of action they propose taking I know not, but I believe I speak the honest opinion of every Brother in the state, if not in other states, that Indianapolis is their first choice. I will advance one idea now, and that is the great advantage over Cedar Rapids as a railroad centre. C. & N. W., C. M. & St. P., B. C. R. & N., and a branch of the Illinois Central are what we find

at Cedar Rapids. Indianapolis has ten arms to her generous body: C. H. & D., I. & St. L., I. & V., I. D. & S., O. I. & W., L. E. & W., L. N. A. & C., C. C. C. & St. L., Vandalia and the old Key Stone, better known as the Pan Handle. Just think of it! Trunk lines in every direction. Our Brothers from three-fourths, if not more states in the Union, can reach Indianapolis with not more than one change of cars. What an ingathering of boys we could have. I request that this matter be given a sober consideration, and remember the expenses of the Order would be less were you to decide to make Indianapolis our home.

One more thing to speak of when I will bid you good night. Poor Brother John C. Clendenen is no more. Taken sick Jan. 17, died Jan. 20. Congestive chill; age 33. Funeral largely attended by all railroad fraternity. Services conducted by the uniform rank K. of P. No. 26, with Apollo Lodge No. 62. He was a charter member of Logan Division No. 110. A number of Brothers from other cities attended the funeral. Bro. C. was a member of our insurance, but came within an ace of losing it a couple of months ago. He was a large man and very healthy and expected to live a long life. None of us can produce a lease, so I beg of every Brother to provide for those dependant upon them.

The following resolutions of respect were adopted by the different Orders:

WHEREAS, Death has removed from our midst our late comrade, John C. Clendenen, late passenger conductor Chicago division P., C., C. & St. L.; and

WHEREAS, The prominent position occupied by Mr. Clendenen as an co-employé; therefore be it

Resolved, That the members of the Order of Railway Conductors, the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen, Brotherhood of Railway Trainmen and members of the Switchmens' Mutual Aid Association all holding organizations in the city of Logansport and in union meeting assembled this day wish to pay proper respect and their appreciation of the life and character of our late Brother in railway service, then be it further

Resolved, That we, the members of the organizations, bow in humble submission to the will of the Divine Ruler of the universe in the removal of our late comrade and trust that our loss is his gain, and be it further

Resolved, That we extend to his bereaved widow, orphans and relatives the condolence and heartfelt sympathy and trust that God will be their stay and support in this trying affliction and tender to them aid under all circumstances, and be it further

Resolved, That these resolutions be published

in the Logansport and Richmond daily and weekly papers, *THE RAILWAY CONDUCTOR*, *The Engineers' Journal*, *Locomotive Fireman's Magazine*, *Railroad Trainman's Journal* and a copy be sent to the widow, and be it further

Resolved, That we deplore the early death of John C. Clendenen and realize that he was cut off in his early manhood and in the midst of his usefulness as a railroad man and citizen and that all connected or associated with him have lost a faithful friend.

Oh gentle earth receive his dust,
And Heaven soothe his troubled spirit.

[Signed]

G. M. SAFFORD,
Logan Div. 110 O. R. C.
K. W. PEARCE,
B. of L. E. No. 20.
J. H. HOLLAND,
B. of L. F. No. 52.
W. H. JONES,
B. R. R. T. No. 109.
W. H. WALKER,
S. M. A. A. No. 123.
Committee.

LOGANSPORT, Jan. 22, 1891.

Yours in P. F.,

FIN.

AUSTIN, Minn., Jan. 29, 1891.

Editor Railway Conductor:

Please allow me a small space in *THE RAILWAY CONDUCTOR*, as it has been some time since you heard from Division No. 63. Will try and let you know we are still in the ring and gaining ground every day. We have a number to put through the trying ordeal of riding the goat, and three more applications for membership; so I think things are commencing to come our way at present. Our chief is very sick at present, with lung fever, but we hope for a speedy recovery, as Collins is a hustler from away back.

I must not forget to say a word for D. Donovan and Geo. Cross, as they are looking out for the welfare of Division No. 63. All our members are taking hold now, all back dues are being paid up and Division No. 63 never looked more prosperous than it does at present.

The boys are all satisfied with the new schedule, as now the crews on the cut-off get 100 miles if only from Austin to Mason City, a distance of thirty-nine miles. On the east end, a distance of sixty-nine miles, crews get 100 miles for that providing they do not make any more mileage the same day.

Well, as it is time to bring this to a close I had better finish, for the gentle rapping of the call boy will be heard soon, and that means all night picking up stock on No. 19.

Yours in P. F.,

W. H. MCGUIRE.

SAN ANTONIO, Feb. 2, 1891.

Editor Railway Conductor.

Once more I have the pleasure of reporting the organization of a new division and introduce to your notice Guadalupe Division No. 275, located at Yoakum, Texas. The date of entry was Feb. 1, and the time of meeting every Sunday. The official list is:

C. C., W. B. Goode; A. C. C., E. H. Hohne; S. and T., J. G. Dyas; S. C., W. Mounger; J. C., Ed. O'Brien; I. S., W. D. Hartman; O. S., W. J. Grove; Delegate, E. H. Hohne; Alternate, J. G. Dyas; Division Committee, W. D. Hartman, E. H. Hohne and W. B. Goode.

The division starts out with bright prospects, and from my own knowledge of the character of a large number of the members, which covers many years association with their various branches of the service, I have no fear for the future of 275. And one great point in their favor is the fact that some of the most enthusiastic workers for the division are the wives of the members. They stand sponsor for the division and have taken pains to see that the division was properly equipped with elegant embroidered signals, altar cloth, bible and banner. Not only this, but lady friends in San Antonio contributed to the adornment of their division room by furnishing an elegant frame for the charter and superbly hand-painted wall banners, and last, but not least, a handsomely framed picture of the Grand Chief.

Division No. 76 showed their friendliness by the gift of a splendid walnut desk.

At 2:15 P. M. the entire party boarded a "chair car special" tendered by the S. A. & A. P. Railway, arriving at San Antonio at 7 P. M. The banquet was spread at Harnisch & Baer's Opera House Café, and was elegantly served and thoroughly enjoyed by all present, sixty covers being laid, the guests, including the officers of the "Mission Route" and representatives of the other railway organizations having divisions at Yoakum. The special left San Antonio at 12 A. M. on its return, bearing the Yoakum delegation to their homes. I return thanks to various officers of the line for courtesies, personal and official, as well as to various Brothers of divisions located near. With good wishes to the new division,

I am sincerely in P. F.

GARRETSON, G. S. C.

VICKSBURG, Miss. Jan. 16, 1891.

Editor Railway Conductor:

The following is a list of the officers of Division No. 231, elected to serve for the year 1891: C. C., Alvin J. Howard; A. C. C., B. T. Law-

rence; S. C., H. M. Taggart; J. C., T. A. Fauver; S. and T., A. L. Jaquith; I. S., W. R. Herbert; O. S., James L. Durham; Delegate, George L. Gurley; Alternate, M. H. McIlvaine; number of members at close of year 1889, 28; number of members at close of year 1890, 38; initiated and promoted last year, 13; advanced, 11.

Bros. H. M. Taggart, C. R. Nagle, W. T. Provence and W. C. Mazurie, lately returned from the City of Mexico, are now identified with the L. N. O. & T. R. R.

Bro. J. L. Durham has just returned from an extended visit to relatives in Atlanta, Ga.

Bro. J. C. Wilson is now enjoying life at Tavares, Fla.

Our Brother Junior Conductor now sings "Annie Rooney" as he checks freight. It is rumored that he will soon trot in double harness. May his future be one of peace and pleasure.

Our Order is daily gaining influence, and we hope that the good influence may spread all over the land. We have no B. R. C. to trouble our peaceful progress, and we have all the eligible men in our district in the Order.

We were pleased to have Bro. M. C. Savage, of Twin City Division, visit us not long since. He won many friends during his short visit, and all express a desire to see him call again.

More anon.

Yours in P. F.,
JOHN B. WHITE,
Division No. 231.

UTICA, N. Y., Jan. 26, 1891.

Editor Railway Conductor:

At a regular meeting, Dec. 28, 1890, the following Brothers were elected officers of Division No. 150 for the ensuing year: C. C., David Shoemaker; A. C. C., Frank E. Green; S. and T., F. E. Tewksbury; S. C., N. E. Ransom; J. C., John Boss; I. S., T. D. Shaw; O. S., C. E. Klock; Delegate to Grand Division, David Shoemaker; Alternate, N. E. Ransom.

Yours in P. F.,
F. E. TEWKSBURY, Sec.,
15 Roberts street, Utica, N. Y.

MONTREAL, Dec. 21, 1890.

Editor Railway Conductor:

At a regular meeting of West Farnham Division No. 80, held Dec. 21, the following officers were elected for 1891: F. G. Martyn, C. C.; Thos. Guilfoyle, A. C. C.; Jos. Moreau, S. and T.; T. Loisele, S. C.; L. R. Mills, J. C.; Geo. Audette, I. S.; H. Wallace, O. S.; Jos. Moreau, Delegate; F. G. Martyn, Alternate.

Yours in P. F.,
JOS. MOREAU, Sec.

BRADFORD, Pa., Jan. 5, 1891.

Editor Railway Conductor:

Bradford Division No. 200 held their annual election of officers for the year 1891 Sunday, Dec. 21. The following Brothers were elected: C. C., G. C. Fagnan; A. C. C., F. M. Brown; S. and T., W. T. Bogart; S. C., D. O. Robinson; J. C., I. H. Kissel; I. S., G. D. Lane; O. S., Frank Gardner; Delegate to Grand Division, W. T. Bogart; Alternate, Wm. Drake; Division Committee, M. L. Ingham.

The C. C. elect is a passenger conductor on the W., N. Y. & P. R. R., one we think will be at every meeting and will be efficient in his duties to the division, which will greatly help us. The A. C. C. is the general yardmaster for the N. Y., L. E. & W., and a good worker. The S. and T. is also a passenger conductor on the B. B. & K. R. R., and his past record shows what his future will be. He is faithful to the Order. The S. C. runs the local on the N. Y., L. E. & W., Johnsonburg Division. The J. C. is a passenger conductor on the B. R. & P. R. R., and will make a good officer. The I. S. is a passenger conductor on the B. B. & K. R. R. The O. S. is the lone conductor on the West Branch of the N. Y., L. E. & W. I think the choice of Brother Ingham for Division Committee was a good one. He is a freight conductor on the Bradford Division of the N. Y., L. E. & W.

I wish now to thank the retiring officers for the efficient manner in which they handled the division, although our C. C. was with us but little. The A. C. C. filled the chair with credit to himself and the division. We hope to see him at every meeting.

Now, Mr. Editor, please excuse me for taking the liberty of acting as correspondent of Division No. 200. I hope to not go into the waste basket the first time. Our division is growing, taking in new members at every meeting.

Yours in P. F.,
DIXEY.

BRISTOL, Jan. 5, 1891.

Editor Railway Conductor:

At a special meeting of Twin City Division No. 250, held Dec., '90, the following officers were elected for the ensuing year: J. M. Carter, C. C.; J. S. Akers, A. C. C.; G. W. Ellis, S. and T.; E. M. Galloway, S. C.; H. D. Millard, J. C.; L. C. Montgomery, I. S.; W. W. Owen, O. S.; E. M. Galloway, Delegate; G. W. Ellis, Alternate.

You may hear from me more fully soon.

Truly in P. F.,
M. C. SAVAGE, P. C. C.

December 16, 1891.

Editor Railway Conductor:

At our last meeting the following officers were elected for 1891: J. W. Bondurant, C. C.; S. B. Dearing, A. C. C.; John Moran, S. C.; J. E. Davis, J. C.; Clarence Diehl, I. S.; J. E. Wallace, O. S.; J. W. Bondurant, Delegate; W. C. Butler, Alternate; J. S. St. Clair, Correspondent.

We know Dock is kept quite busy, but hope you will hear from him occasionally. I think Division No. 210 is worthy of a little send off now and then, and Dock is the boy that is capable of "doing them things if he will just pick up the courage."

I am glad to say that our division is in a flourishing condition, and we are looking forward to a large increase of membership this coming year, as I have now on hand nine petitions and several more to come in, and will do all we can to push the good work to the front.

A happy and prosperous new year to our G. C. C. and grand officers.

Yours in P. F.,

J. F. D., No. 210.

AUSTIN, Jan. 18, 1891.

Editor Railway Conductor:

Annual election of officers of Thurber Division No. 63 was held Dec. 21, 1890. Officers elect viz.: S. L. Collins, C. C.; Dan Donovan, A. C. C.; Wm. H. McGuire, S. and T.; Thomas Keating, S. C.; F. W. Allen, J. C.; J. B. Murphy, I. S.; Thomas Rickard, O. S.; J. A. Marco, Delegate; Dan Donovan, Alternate. Officers address, Austin, Minn.

Yours in P. F.,

J. A. MORSE, Sec.

Palmetto Division No. 208, O. R. C., held a meeting yesterday at the Masonic Temple.

A considerable amount of routine business was transacted.

Preparations were made for attending the sermon to be delivered on the 15th inst. by the Rev. J. Thos. Pate.

The following resolution was passed, inviting the Brotherhood of Locomotive Engineers to join in attending the services:

Resolved, That the officers and members of the Brotherhood of Locomotive Engineers be requested to join us at the Spring Street Methodist Church, on the 15th inst., at 7:30 p. m., on which occasion the Rev. J. Thos. Pate will deliver a sermon to the Order, and that all engineers, visiting and resident, not members of the Brotherhood of Locomotive Engineers, together with the officers and employes of the various railroads in the city, and the public generally, be invited to attend on this occasion.

BIRMINGHAM, Ala., Feb. 10, 1891.

Editor Railway Conductor:

At the regular meeting of Birmingham Division No. 186, O. R. C., held Dec. 14, the following officers were elected for 1891: W. C. Rabb, C. C.; H. L. Wolfe, A. C. C.; W. K. Atkinson, S. and T.; H. C. Lerew, S. C.; G. B. Sandley, J. C.; R. W. Arnold, O. S.; W. D. Hester, I. S.; W. C. Rabb, Delegate; W. K. Atkinson, Alternate.

Birmingham Division is on the increase right along. We took in thirty-nine new members during the year 1890 and twelve during the month of January, 1891, and our table is still full of petitions. We expect to go over two hundred the present year.

Yours truly in P. F.,

W. K. ATKINSON, S. and T.

MINNEAPOLIS, Feb. 2, 1891.

Editor Railway Conductor:

I take it upon myself, as the opportunity at hand is a very good illustration, not coming from a member of the Order, of showing the general good will and feeling of the Brothers in the different sections of the country. The opportunity in question comes through Mr. George Leebrick, civil engineer of a survey corps of the Great Northern Railway, brother-in-law to the late Bro. F. A. Johnson, who died in his camp forty miles out from Kootenai, Idaho, a station on the N. P. Railway. The deceased, in company with Brother B. F. Raymond, left Minneapolis January 19 on a tour of inspection and pleasure, and arrived in camp where the sad end came so suddenly January 23. The next morning, after a good night's rest and refreshments, the deceased, in company with Brother Raymond and a Mr. and Mrs. Preston, went down to a stream close at hand and were viewing the scenery, the deceased telling how good he felt and was in the act of throwing pebbles in the stream when all of a sudden he put his hand to his breast, saying: "I feel sick," with that sinking to the ground, when Brother Raymond with the help of several others close at hand carried him into a cabin near by where he expired in a very few moments. Think of the feeling there was in that camp; men hardened to all kinds of exposure and danger wept like children; but the last sad rites must be attended to, so a rude box was made and the remains prepared for the journey homeward. After the necessary preparations were made the party were ready to start at 8:00 o'clock in the evening back to Kootenai, forty miles through the mountains with a four horse team and a lumber wagon. After traveling all night and all the next day they reached their destination, but had to come back to Helena,

Montana, Brother Raymond and Mr. Leebrick accompanying the remains, where they made known their sad case to the Brothers of Division No. 243, who relieved them of all further care, having the body embalmed and encased in a metallic casket ready for shipment to Burlington, Iowa, where he was to be buried beside his wife, who had gone before him less than a year ago. And here I want to state, using Mr. Leebrick's own words, that he could not find language to express the gratitude he felt toward the boys of Division No. 243 for the way they looked after everything in detail and the kindness shown throughout, and wanted mention made of it in our official organ if possible. Further, he said, that on accompanying the remains through to Burlington he found no change, being met by a committee on his arrival at Minneapolis on the evening of January 28, who had everything in readiness for the continuance of his journey, with an escort of six Brothers of Division No. 117 to act as pall bearers (the deceased being a member of Division No. 117 and A. C. C. at the time of his demise) who took charge of the remains through to Burlington, arriving there January 30, at 7:45 A. M., and were met by a committee of Division No. 31, when, after the necessary preparations, the remains were deposited in a hearse and our committee informed that there would be a meeting at the hall of Division No. 31 at 2:30 P. M. and invited to attend. We then proceeded to the residence of Mr. Leebrick, Sr., father-in-law of the of the deceased, where the funeral was to be held next morning at 10 o'clock. After being refreshed and the kindest attention shown on every hand, we met with Division No. 31 in the afternoon, and were asked by Brother Goodell, he being appointed chairman, what the pleasure of our committee was. We informed them that it was the pleasure of Division No. 117 to have them take charge of the funeral, which they did in full, and want to say for the benefit of Division No. 31 that our wish is that we have an opportunity of showing our gratitude for the kindness shown, should the occasion ever offer. Next morning at the appointed hour the ceremony commenced, after which the remains were taken in charge and escorted to the city of the dead, Division No. 31 leading the procession and followed by a large cortege of carriages; arriving at the grave, the burial services of the Order were gone through in form, after which he was laid to rest beside his wife. Departing from the city of the dead, Bro. A. B. Lyons returned with the family, taking our leave, the rest going to the depot to see Brother M. J. Splain off for his first love where a son awaits him and whom Joe was very anxious to see. I expect the cars were very slow that after-

noon for Joe. After which General Yard Master and Assistant Train Master Cross asked us if we would not like to go out to the shops which are located at West Burlington, which kind offer we accepted and for the time spent were well paid, in company with Brother Robinson, Messrs. Cross, Stanchfield and their General Master Mechanic, West, who showed us through the different departments and explained everything in detail, both inside and out, and a very enjoyable time had, for which we were very thankful. We returned to the hotel and after having supper we once more gathered at the depot, where we were to take the 7:30 train for home. The train drawing nigh, a general hand shaking all around, and we started with a feeling never to be forgotten, hoping that we may reciprocate the kindness, but that it may be a long time before a similar occasion requires it. This being my first communication, I hope the Brothers will excuse me for anything I have failed to mention. And would say for the benefit of any Brothers who may have occasion to leave home and have never been away before on an occasion of this kind, that they will be taken care of.

I remain yours in P. F.,
G. J. P.

MONROEVILLE, O., Feb. 4, 1891.

Editor Railway Conductor:

At a regular meeting of Licking Division No. 166, held Dec. 14, 1890, the following officers were elected for the year 1891: C. C., W. H. Budd; A. C. C., Frank Harris; S. and T., Geo. Buch, Jr.; S. C., James Ford; J. C., J. D. Caldwell, I. S., John Thornton; O. S., Dan McGuire; Member of Executive Committee, S. F. Moore; Delegate to Grand Division, W. H. Budd; Alternate, Geo. Buch, Jr.

There were fifty members present and much interest displayed.

Yours truly in P. F.,
W. H. BUDD.

OSAWATOMIE, Kan., Dec. 23, 1890.

Editor Railway Conductor:

At our regular meeting last night Division No. 137 had election of officers for the next term, and the following Brothers were elected: C. C., A. C. Hamlet; A. C. C., T. E. Young; S. and T., A. J. Scow; S. C., E. A. Smith; J. C., John McCarthy; I. S., P. Lanihan; O. S., F. C. Gow; Delegate to the Grand Division, W. J. Donovan; Alternate, E. A. Smith; Member of Division Committee for three years, T. E. Young; correspondent to THE RAILWAY CONDUCTOR, S. E. Ridlon. The officers elect will be installed at our next regular meeting.

Yours respectfully in P. F.,
A. J. Scow, S. and T.

Editor Railway Conductor:

At a regular meeting of Minneapolis Division No. 117 Order of Railway Conductors at their rooms at Minneapolis the following vote of thanks was adopted:

That this division are grateful for the sympathy, kindness and assistance shown by the different Brothers relative to transporting the remains and burying our late A. C. C. and Brother Frank A. Johnson to Division No. 143 at Helena, Montana, and especially to Brothers Cleary, Sawhill, McCauley, Preston and Miles in assisting in preparing the remains for burial and transportation, the remains being sent from there to Burlington, Ia., for burial, and to Division No. 31 of Burlington for taking charge of the burial and the kindness and assistance shown the committee that accompanied the remains.

B. F. RAYMOND,	} Committee
GEO. J. PFIEFFER,	
GEO. M. MILES.	

Guadalupe Division No. 275.

A special train arrived over the Aransas Pass Railway from Yoakum last night at 8:30 o'clock, which had been tendered by the officers of the road, and which brought in Grand Organizer A. B. Garretson of the Order of Railway Conductors and fifty members of that Order and their wives, sisters and sweethearts. The occasion of the excursion was the celebration of the organization of a new division of the Order dubbed Guadalupe Division No. 275, at Yoakum yesterday, with the following officers: Chief Conductor, William Goode; Assistant Chief Conductor, E. H. Hohne; Senior Conductor, D. Munger; Junior Conductor, E. O'Brien; Secretary and Treasurer, Jose Diaz; Inside Sentinel, H. Hartman; Outside Sentinel, William Grove.

A banquet was given at Harnisch & Baer's Opera House Restaurant, at which Mr. Garretson presided as toast master, and proposed the following toasts. "The Ladies of the Order," to which Assistant Chief Hohne responded: "Division No. 275," to which Chief Goode replied in a manner characteristic of his name: "The Officers of the Aransas Pass Railway," to which Roadmaster J. A. Davidson, of the Mission Route, responded happily: "The Brotherhoods of Locomotive Engineers and Firemen," to which on behalf of the former W. H. Hall opened the throttle and for the latter William McDonnell skillfully shoveled oratory: "The Order of Railway Telegraphers," to which Assistant Train Despatcher R. H. Miller made an extremely humorous and able response; and "The Press," to which Mr. Barnes of the New York, Texas and

sponded. Impromptu speeches were made by Messrs. George Tulerton, A. George, J. M. Chase, Sam Betters and others, and Organizer Garretson gave an epitomized history of the Order, which was instituted in June, 1867, and which now has a membership of 20,000 and expends annually over \$150,000 for benefits to members and their families.

An altar cloth and Bible were presented to this Division by Mrs. Hohne, a picture of Grand Chief Clark by Mrs. J. M. Chase. Mrs. Munger, Mrs. Bachman and Mrs. Quisk each presented signal flags to this division.

Division No. 76 of San Antonio, Texas, also presented them with a handsome mahogany secretary, Miss Marie Becker and Miss Alva Rische of San Antonio, a massive inlaid frame for their charter, Miss Marie Becker, a handsome plush and satin velvet banner with the motto of the Order, hand-painted.

The party left at midnight in a special train for Yoakum, having enjoyed themselves greatly here.

Among those present were: Mr. and Mrs. Clark, Mr. and Mrs. Hohne, Mr. and Mrs. Bachman, Mr. and Mrs. Munger, Mr. and Mrs. Quisk, Mr. and Mrs. Niles, Mr. and Mrs. Diaz, Mr. and Mrs. Gibson, Mr. and Mrs. O'Brien, Mr. Burgle and Miss Brown, Mr. Hall and Miss Rader, Mr. Dunn and Miss Lyman, Messrs. Miller, O. R. T., W. B. Good, A. George, G. Miller, B. T. McDonald, A. J. Davidson, C. Baldwin and Luke, Mr. and Mrs. Tulerton, Mr. and Mrs. Van Gilder, Mr. and Mrs. Chase, Mr. and Mrs. Jones, Mr. and Mrs. Eddy, Mr. Cartwright and Miss Becker, Mr. Betters and Misses Rische and Bear, Mr. H. F. Donaldson and Judge C. M. Barnes.

GALESBURG, Ill., Feb. 8, 1891.

Editor Railway Conductor:

Wednesday evening, Jan. 28, the home of Mr. and Mrs. E. O. Williams of 102 Fifth street, was the scene of a most enjoyable event. It being in honor of the birthday of Mr. Williams. Their friends to the number of thirty-two took possession of the house, and after listening to some fine music, assembled in the parlor where Mr. F. D. Ferguson, in behalf of the friends in a neat little speech, presented Mr. Williams with a handsome writing desk of antique oak. Mr. Williams responded with many thanks to all, after refreshments were served, games, music and dancing was indulged in until a late hour when all went home feeling that they had spent a most enjoyable evening and wishing Mr. Williams many more such happy birthdays.

"ONE THAT WAS THERE."



Kentucky Philosophy.

You Wi'yam, come'ere, suh, dis instunce.

Wu'dat you got under dat box?

I do' want no foolin'—you hear me? Wut you say?

Ain't nu'fin' but rocks?

'Pears ter me you's owdashus p'ticler.

S'posin' dey's uv a new kine.

I'll des take a look at dem rocks. Hi, yi!

Der you t'ink dat I's bline?

/calls dat a plain water-million, you scamp, en I knows whar it growed;

It come fum de Jimmerson caw'n-fiel', dar on ter side ob de road.

You stole it you rascal—you stole it! I watched you fum down 'n de lot.

En time I gits t'rough wid you, nigger, you won't eb'n be a grease spot!

I'll fix you. Mirandy! Mirandy! Go cut me a bic'ry—make has'e!

En cut me de toughes' en keenes' you c'n fin' any whar on de place.

I'll larn you, Mr. Wi'yam Joe Vettters, ter steal en ter lie, young sinner,

Disgracin' yo' ole Christian mammy en makin' 'er leave cookin' dinner.

Now ain't you ashamed er yo'se'f, suh? I is. I's 'shamed yo's my son!

En de holy accorjan angel he's 'shamed er what you has done;

En he's tuck it down up yander in coal-black, blood-red letters—

"One water-million stolen by Wi'yam Josephus Vettters."

En what you 'sposen Brer Bascom, yo' teacher at Sunday school,

'Ud say ef he knowed how yo's broke de good Lawd's Gol'n Rule?

Boy, whar's de raisin' I give you? Is you boun' fuh ter be a black villun?

I's s'prised dat a chile er yo' mammy 'ud steal any man's water-million.

En I's now gwineter cut it right open, en you sha'n't have nary bite,

Fuh a boy who'll steal water-millions—en dat in de day's broad light—

Ain't—*Lawdy*, it's GREEN! Mirandy! Mirandy!

Come on wid dat switch!

Well! Stealin' a g-r-e-e-n water-million! Who ever yeered tell er des sich?

Can't tell w'en dey's ripe? W'y you thump um, an' w'en dey go pank dey is green;

But w'en dey go punk—now you mine me—dey's ripe—en dat's des wut I mean.

En nex' time you hook water-millions—you beered me, you ign'ant young hunk.

Ef you don't want a lickin' all over, be show dat dey allers go "punk!"

—Harrison Robertson in *Harper's Monthly*.

Memory.

BY LA CROSSE.

"Backward, turn backward,
O, Time, in your flight,
Make me a child again,
Just for to-night."

This bright, sunshiny morning in far-away Texas, in the month of December, the pictures on Memory's wall stand out in fuller relief than ever they have before for months, and I fancy I could enter into closer sympathy with the writer of those lines than ever I could before. If one could only be placed back for awhile, with the same amount and quality of feeling, understanding and knowledge, to the days when father and mother were the most talented and intellectual people on the face of the globe, and you wondered how the earth ever did without them. I often wonder how we can ever fail to express our gratitude to the loving Father, who has cared enough for His earthly children to bless them with such a price-less and endless picture gallery as Memory!

On its walls hang pictures of all our dear ones in such a variety of attitudes and surroundings, composed of details that no painter's brush could ever portray.

And yet we all fail to remember this as well as many other blessings; and murmur and rebel at the roughness of the path through which our daily

journey through life carries us: forgetting that the Father, who noteth every sparrow's fall, has our earthly and spiritual welfare in the hollow of His hand, and if we drift hither and yon, like a ship without a rudder, it is our own fault, to a certain extent, for whosoever putteth his trust in the Lord, shall stand steadfast and be rewarded at the last.

Editor Railway Conductor:

As you seem to appreciate my humble efforts to contribute something of use to the Ladies' Department, I will call in again, and tell you something about the way I have fixed up my studio.

I fancy that there must be a good many artists (amateurs, I mean) among the readers of your interesting magazine, and perhaps like myself they may want to fix up some little corner that can be dignified by the name of a studio. Or perhaps some one who does not paint (dear sisters, I beg of you not for one moment to think that I mean face paint, for I am sure no conductor's wife would be guilty of such an act) would like to fix up a little "den."

To begin with, I purchased one dozen packages each of Diamond gold, copper and bronze powder, and a few bottles of Diamond liquid for mixing the above. A room facing north was to serve as the studio. This I had papered with a delicate gray and gold paper, with border of peacock blue and gold. The floor is covered with matting. For furniture it has several easels, a rattan chair, a hassock, a rattan stool, a couch, a little stand, and a cabinet, which has drawers to contain artists' materials and shelves for books. All the furniture is either old or I made it myself. The cabinet is an old bureau with a pine bookcase placed upon it. The whole is painted white and trimmed with lines of gold. A little stand is made of a round wooden box-lid and three broom-handles. The legs are gilded, the top is covered with blue plush, and around the sides is an eight-inch slip of coarse crochet, in spider-web pattern, which has been stiffened and gilded. At the top the lace is painted with bronze, then copper and lastly gold. It is shaded in nicely and is very handsome. Upon it stands a fancy jar filled with peacock feathers. This stands in one corner. A couch is made of a long flat box, covered with Canton flannel and well padded. A fancy gilt border edges it, made of crochet. Two big, fat cushions lean against the wall behind it and one at the head. It also sits in a corner. A rattan stool has the frame work gilded, and the top covered with blue plush. Over this is a crocheted tidy that has been gilded. A blue bow adorns one corner. A hassock was made by taking two large circles of Canton flannel and

sewing and eight-inch slip between them. This was then stuffed solid. A tidy was crocheted the size of the top, and to this was sewed a strip of crochet as wide as the stool was high. This was bronzed in the three shades and when dry slipped over the stool and sewed in place. A bow was added with a loop to lift the hassock by. The rattan chair is square in shape with closely woven back and seat. It was gilded in the three shades, in stripes running diagonally across the back and seat. The roll at the edge was gilt. A blue plush head-rest and blue bow completed this very handsome chair. The easels are also gilded; one is copper, one bronze and gold and one gold. They have blue china silk scarfs.

Several old gilt picture frames have been gone over in the shaded effect and are very pretty. The daperies at the doors are blue Canton flannel with a deep dado, composed of stars, crescents, curves and geometrical figures, in copper and bronze, connected by delicate gold lines.

The crochet work gilded resembles finely cut hair work. A few paper sacks of different shapes, made in this way, are filled with my art journals.

My room is a dream in blue and gold, and cost me only a few dollars but considerable work.

Any one who decides to do much gilding will do well to buy the Diamond bronze powders by the dozen, as they are a little the cheaper. The Diamond mixing liquid will mix about three packages to the bottle, and it never rubs off nor requires any varnish. The ten cent packages will do as much work and as good as what one will pay forty cents for at an art emporium.

I like your paper and you must know it by reason of my frequent calls. Why don't some of the ladies write and tell what they put up for their husbands' lunches, when they have to furnish them. When my better (or worse) half was on frieght it was the bug-bear of my life—this having to prepare lunches at all sorts of unexpected hours, and I find that I am not the only one who feels that way. But thank fortune he wears "blue and gold" now and disdains a lunch bucket. By the by, he thinks that when he occupies my pretty blue and gold chair, that my studio has quite an addition to its furniture, and—Yes, yes; I will stop—but, I'll come again—see if I don't.

J. H.

From the Japanese.

"So young, he cannot know the way,"
Thus I heard a mother say,
At the close of a summer day;
But he knew the road, it seems,
Into the shadow-land of dreams,
And she wept above his clay.
Since, though young, he knew the way!

Gone, where summer moths resort,
Or small boats that leave the port,
Sailing over the stormy brine,
As, with this long sleeve of mine,
Under the gloom of alien skies,
I dry my weeping eyes!

If I could be where the billow whirls,
In a lacquered skiff, with a paddle of pearls,
Young no more, but old and gray,
You may be sure I'd know the way.
—R. H. STODDARD, in December *Scribner*.



DIED—Jan. 20, 1891, after three days of intense suffering with paralysis of the throat, J. S. McNabb, the twelve-year-old son of Bro. John McNabb, of Keyser. Bro. John is a worthy member of Knobly Division No. 183, and badly crippled for life by the explosion of a yard engine in Keyser over two years ago. The death of the son, a promising boy, is but one more of those afflictions allotted to us mortals here below, therefore, at a regular meeting of Knobly Division No. 183, the following resolutions were adopted:

WHEREAS, It has pleased the Almighty Ruler to remove from earth the son of our doubly afflicted Brother and wife, therefore be it

Resolved, That we, the members of Division No. 183 O. R. C., tender the bereaved parents our most heartfelt sympathy in their two-fold affliction; and be it further

Resolved, That a copy of these resolutions be handed to the afflicted family, also a copy given to the local papers.

DAN MALONEY,
GEO. H. BAILEY, } Committee.
HUGH BURNS.

MINNEAPOLIS, Minn., Feb. 8, 1891.

At a regular meeting of Division No. 117, held Sunday, Feb. 8, 1891, the following resolutions of high esteem and respect were unanimously adopted upon the sudden and sad death of our late A. C. C. and Brother, Frank A. Johnson.

Our relations, like many others, with our departed Brother were most intimate and friendly, and we acknowledge our inability to do justice to his noble life and spotless character. Brave and noble in every impulse and true to his word in every instance, fitted for that far beyond from whose bourne no traveler returns. With the sacred ties which kept him ever ready to face his Maker, he was absolutely peerless in his actions and bold in the expressions of his opinions, yet reserved in every instance. Enemies he had none. Proud of his calling, ambitious and faithful in every action in his sphere of life, a model husband his devotion to his wife (who had gone less than a year before him) approached idolatry.

What more is needed for us to say. He had received his last summons, signed his last order and the unseen hand of that Allwise has conducted his departed spirit through the darkness to the gate of immortality. We will see him here no more except in memory. His work is finished and he is ready to receive his crown of glory.

Let us all prepare to do likewise; therefore be it

Resolved, That in the death of Brother Johnson this division has lost an earnest and worthy Brother, ever ready to proffer the hand of aid and voice of sympathy to the needy and distressed of the Order, whose utmost endeavors were exerted for its welfare and prosperity. A friend and companion who was dear to us all, an honest, upright citizen, universally liked by all who knew him. Be it further

Resolved, That to the immediate relatives and aged mother we extend our heartfelt sympathy, more especially in consideration of the sudden manner in which he was removed. And be it further

Resolved, That a copy of these resolutions be sent to the bereaved mother, and that our charter and his chair be draped in mourning for thirty days, and that these resolutions be spread upon the minutes of this meeting and published in THE RAILWAY CONDUCTOR.

D. J. MALONEY,
S. W. DERRICK, } Committee.
GEO. ELMER.

MACON, Ga., Feb. 15, 1891.

WHEREAS, Our beloved Bro., T. S. Graves, has answered the final summons from the Grand Conductor of the Universe and gone to his reward, therefore be it

Resolved, That in the death of Brother Graves Macon Division No. 123, has lost one of its most honored, highly respected and beloved members. He was in every sense a truly honorable, upright man, and one in whose life and character are exemplified the cardinal principles of our Order.

Resolved, That we, the members of Macon Division No. 123, will never cease to love and respect, to venerate and embalm in our deepest heart the memory and worth of our departed

Brother, of whom it could truthfully be said:

"None knew him but to love,
None named him but to praise."

Let us cherish his manly virtues, let us emulate his correct life.

Resolved, That we tender to the family of our deceased Brother the hearty and sincere sympathy of Macon Division No. 123, in this the hour of their supreme trial and affliction. He was a most affectionate son and a truly devoted Brother.

Resolved, That a copy of these resolutions be sent to the family of the deceased and published in THE RAILWAY CONDUCTOR.

D. E. YOUNG,
C. E. GILMORE,
W. M. WORSLEY, } Committee.

MACON, Ga., Feb. 9, 1891.

WHEREAS, It has pleased an Allwise God to remove from our midst our worthy Brother, A. H. Hightower,

Resolved, That in this divine decree the Order of Railway Conductors has lost an earnest advocate and this division one of its most zealous co-workers, who was ever ready by word or deed to advance the interests of the organization of which he was one of its most respected members.

Resolved, That Macon Division No. 123, desire to place upon record the manly attributes, the affectionate disposition and many sterling qualities that endeared him to us.

Resolved, That we extend to the bereaved friends of our deceased Brother our sympathy in the dark hour of their distress and sorrow.

Resolved, That these resolutions be spread upon the record of the division and a copy be sent to THE RAILWAY CONDUCTOR for publication.

D. E. YOUNG,
C. E. GILMORE,
W. M. WORSLEY, } Committee.

FEBRUARY 20, 1891.

At a meeting of Rock Island Division No. 106, O. R. C., held at their hall, Feb. 15, 1891, the following resolutions were adopted:

WHEREAS, It has pleased the Almighty Ruler of the Universe to remove from our midst by death our beloved Brother, James M. Palmer, who by his unassuming and quiet manner had endeared himself to us all; therefore, be it

Resolved, That in the death of Brother James M. Palmer we have lost a true and worthy member of the Order.

Resolved, That we extend our sincere sympathy to the bereaved family of our Brother and commend them to Him who doeth all things for the best, although they seem to us sometimes hard.

Resolved, That these resolutions be spread upon the records of our Division and a copy sent to the

friends of our deceased Brother, also to THE CONDUCTOR and for publication in the Rock Island papers.

Resolved, That, being desirous of showing our respect for the memory of the deceased Brother, James M. Palmer, it is ordered that our charter be draped in mourning during the next thirty days.

J. A. ROGERS,
J. C. CUMMINGS,
J. E. BAKER, } Committee.

GIBSON—Died, Tuesday, Feb. 10th, at the residence of her parents in Columbus, Ohio, Mrs. Augusta K. Gibson, wife of Brother D. W. Gibson, of Cincinnati, Ohio, a charter member of Griffin Division No. 66 at Keokuk, and now a member of Horton Division No. 226. Mrs. Gibson was a very estimable lady, respected and loved by all who knew her; a kind, loving mother and devoted wife. She leaves two sons besides her husband to mourn her loss. It was the good fortune of the writer to be counted among her friends during life, and in common with a host of others we mourn her loss and sympathize with Brother Gibson.

"Her spirit hath flown from this world of unrest
To repose on the bosom of God."

TORONTO, Can., Feb. 10, 1891.

At a regular meeting of Toronto Division No. 17, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God to remove from our midst our worthy Brother, E. Kelly.

Resolved, That the members of Toronto Division desire to show their esteem and respect to our departed Brother, and that we tender our sympathy to his surviving brother and friends.

Resolved, That our charter be draped in mourning for a period of thirty days.

Resolved, That a copy of these resolutions be sent to the bereaved brother and to THE RAILWAY CONDUCTOR for publication.

R. A. PURDON,
CHAS. MITCHELL,
CHAS. STUART, } Committee.

CHARLESTON, Feb. 6, 1891.

At a regular meeting of Palmetto Division No. 208, O. R. C., held on Feb. 6, 1891, the following preamble and resolutions were offered by the committee appointed for the purpose:

WHEREAS, The inscrutable will of Divine Providence has brought grief and sorrow to another home, and our ranks have again been broken in obedience to heavenly decree.

The Grand Chief Conductor of the Universe

has seen fit to summon a beloved brother hence, and while with stricken hearts we bow submission to His will, we drop the sympathetic tear and prepare a proper tribute to the virtues and worth of our deceased comrade, friend and Brother, Assistant Chief Conductor John W. O'Brien.

Desiring to place on record the evidence of our esteem, and to commemorate the worth of our departed Brother; therefore be it

Resolved, That in the death of Brother Assistant Chief Conductor John W. O'Brien, Palmetto Division No. 208, has lost a zealous and true member and an officer who was ever faithful and fearless in the discharge of what he conceived to be his duty.

Resolved, That we tender to the bereaved family of our deceased Brother the heartfelt sympathy of each and every member of this division.

Resolved, That our charter bedraped in mourning for the space of thirty days as a mark of respect to him, and that a page in our minute book be dedicated to his memory.

Resolved, That a copy of this preamble and these resolutions be forwarded to the family of our late Brother, and that they be published in the daily papers of this city and also in THE RAILWAY CONDUCTOR, and that they form a part of the minutes of this meeting.

S. C. GILBERT,
G. W. GRUBER,
W. G. WEBB. } Committee.

DENISON, Texas, Feb. 15, 1891.

At the regular meeting of Lone Star Division No. 53, Order of Railway Conductors, held February 15, 1891, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God in His infinite ruling of the universe to remove by death our late Brother, Edward Horan, who died at Vinton, Iowa, February 3, 1891, after a long and painful sickness.

Resolved, By Lone Star Division No. 53, O. R. C., while we bow with humble submission to the will of the Most High, we do not the less mourn for our Brother, who has been called from labors to rest.

Resolved, That in the death of Brother Ed. Horan the Order loses a Brother who was ever ready to advance the interest of the Order, devoted to its welfare and prosperity, and an honest and upright man.

Resolved, That this Order tenders its heartfelt sympathy to the relatives of our deceased Brother in their sad affliction.

Resolved, That these resolutions be entered upon the minutes of the Division and that a copy be sent to the mother of our deceased Brother, and a copy be sent to THE CONDUCTOR for publication.

By order of the Division.

C. C. KNIGHT, Sec'y.

Eva, only child of Mr. and Mrs. A. M. Shrigley, died on Jan. 13, 1891, of that dread disease, diphtheria.

Mrs. Shrigley is a member of Newark Division No. 7. L. A. to O. R. C.

At a meeting held Jan. 23 the following resolutions were passed:

WHEREAS, It has pleased God in His infinite wisdom to remove by death the only child of Sister Shrigley; be it

Resolved, That we, Sisters, do most sincerely sympathize with her in her sad bereavement and join her in mourning the loss of her only child.

Resolved, That these resolutions be placed upon the records of our division and a copy be sent to Sister Shrigley, and to THE RAILWAY CONDUCTOR for publication.

MRS. G. W. TAYLOR,
MRS. O. M. HARRISON, } Committee.
MRS. J. W. PERRY.

DENVER, Colo., Feb. 17, 1891.

It is with deep feeling of sorrow and regret that there has been occasion to mention the sad affliction which has been visited upon the family of Bro. C. H. Chilvers, a respected member of Denver Division No. 44, and a passenger conductor on the D. & R. G. Ry.

Dec. 21 the family was called upon to witness the death of their brightest hope, their son Ralph C. Chilvers, aged four years, who died after a short illness.

Services were held at their residence, No. 1334 South 8th street, Denver, Colo. In this, their affliction, they have the sympathy of all the members of the Order, and their families; but while the home seems so lonely, we would point them to Him who once took little children in His arms and said: "Blessed are little children, let them come unto Me, for of such is the kingdom of heaven," for in Him can more than earthly comfort be found.

While we deeply grieve the loss of these, our little ones, let us ever be mindful that what is our loss is His gain.

CORRESPONDENT.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. H. BELKNAP, EDITOR.

WM. P. DANIELS, MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

INSURANCE.

A correspondent in the last number opens a communication on insurance with the statement that he had expected to see something in regard to Class B in the columns of THE CONDUCTOR, and thinks the absence of anything of the kind indicates a lack of interest that does not speak well for our Benefit Department. We can assure Bro. Dickson of one thing,—there is no lack of interest in either Classes A or B on our part, and we believe there is a great interest among members in regard to Class B, and this conclusion is drawn from the fact that we are constantly in receipt of inquiries in regard to it. If Bro. Dickson will turn to pages 72 to 84 inclusive, of the Proceedings of the fourth regular meeting of the Board of Directors, he will find there the reason that nothing has been said by the writer either in the columns of THE CONDUCTOR or in circulars, in regard to Class B. Class B was originated by a proposition introduced at Toronto for a smaller amount of insurance in order to enable those who felt unable to pay the cost of a \$2,500 certificate to become members of the Benefit Department. The matter was disposed of there by reference to a committee with instruction to draft laws providing for \$1000 certificates. This committee met in the office of the Order and formulated a plan which was reported to the Grand Division at Denver, and which contained a provision for a reserve fund. At Denver the matter was again laid over and again introduced at Rochester; meantime, at every gathering of members of the Order, or at nearly every one, at least, the matter of the establishment of a reserve fund had been discussed, and at every one where discussed, without a single exception, so far as we are informed, the proposition to establish such fund was endorsed with but little opposition; at Rochester the amendments now in force were adopted by a very large majority; the action of

the Board speaks for itself and we certainly think that Bro. Dickson will admit that there is good reason for our silence in regard to the matter. The writer has been accused of trying to injure Class A through revenge because Class B was not adopted at Denver, and also since its adoption of trying to injure Class A in order to benefit Class B, or of trying to build up Class B at the expense of Class A. It is probably unnecessary to say here that neither accusation possesses a jot of truth. We have said that if Class B proved a success, we believed it would, in the end, do away with Class A, and we still believe this to be true, but as to doing anything to injure Class A in any way shape or manner, there is not the slightest foundation for any such charge. We still believe that a fair trial will demonstrate that Class B is the best plan of mutual life insurance that has yet been devised for conductors, and in some respects, for any, but there is no desire on our part to injure Class A in the least, and we should be very sorry indeed to see its membership decrease. It is certainly cheaper than any other that members can procure, and it is absolutely certain that it will pay benefits in full for some years to come. We believe that in common with any other purely mutual assessment associations Class A must in the end go to pieces unless we enact some further legislation, but even if it does, members have received and will receive the full benefit for the money they pay; a correspondent tells the whole story when he says that after having paid assessments for five years, if he lives twenty-five years longer he will draw out some fourteen hundred dollars more than he will have paid in.

In commenting on Class B, Bro. Dickson seems to think that for ages between forty and fifty the assessments are too high; the fact is that an assessment of \$2 for members between the ages of 40 and 50 is not so high, comparatively, as \$1.25

is for those between 21 and 30, or as \$1.50 is for those between 30 and 40. Let us suppose, for illustration, that three members are aged respectively 25, 35 and 45, and that they will each live to be 70 years old, which, by the way, is considerably more than the average age. We will suppose that there are forty assessments made each year. The youngest member will pay \$25 per year for 45 years which amounts to \$1125; the member aged 35 will pay \$30 per year for 35 years, which makes a total of \$1050, while the member who is 45 will pay \$40 per year for 25 years or a total of \$1000,—\$50 less than the 35-year-old member, and \$125 less than the youngest member. If the rate of losses is doubled, making 40 assessments per year, the ratio of difference is the same, as then the first will pay \$50 per year for 45 years, the second \$60 per year for 35 years, and the last \$80 per year for 25 years, making the totals \$2250 \$2100 and \$2000, and the differences \$100 and \$250, respectively, so Bro. Dickson will see from this crude illustration that the older members have the advantage, even though the assessments are considerably more. In Class A, where all are assessed at the same rate, the old members have a manifest and very great advantage over the younger ones. If we assume the average age to be 65 years, which is certainly nearer correct than 70, the difference in favor of the older member is increased to \$100 and \$200 on twenty assessments per year, and to \$200 and \$400 on forty assessments per year. However, it is not our intent to discuss the advantages of Class B. Class A is a good and *cheap* insurance, and with a little legislation can be made much better, and while we sincerely and honestly believe that Class B is much better than Class A can be made if others do not think so, and Class B does not prove a success, we do not propose to pout over it, and refuse to "play if we can't have our way" but shall loyally support Class A or any other that is provided by the Grand Division. A number of members have written, asking to have their certificates in Class A changed, and certificates in Class B issued in exchange; to every such member we have written, advising them to hold their present certificate in Class A, at least until there were a thousand members in Class B. So far every member who has asked in regard to exchange has followed this advice and kept his membership in Class A.

An invitation to join De Soto Division No. 241 in its third annual ball which is to occur March 30, is on our desk and accompanying it is a request for us to extend the invitation to all members of the Order which we gladly do, and we also

have to say that any member who attends and does not enjoy a pleasant evening can charge the damage to us.

We are receiving many inquiries in regard to the Ladies Auxiliary, and it is with pleasure we note an awakened interest in this organization that in many respects is of great benefit to our divisions. We hope to print the official directory of the Auxiliary soon. Meantime the president, Mrs. Chas. Ragon, Columbus, Ohio, will be very glad to answer any inquiries and give information in regard to the Auxiliary.

A correspondent in *The Switchmen's Journal* says: "What we want to know is this: Why does the B. of R. T. and B. of R. C. take switchmen into their organizations and the switchmen do not or will not take a man only those engaged in switching? I am informed that there are instances where men who are in charge of engines have withdrawn from the switchmen and joined the B. of R. C."

This correspondent should not be obliged to go far for the information he seeks in regard to the latter organization.

We had intended to say something editorially in regard to the report of the New York Railway Commission on the Central strike, but space prevents, and as we believe the members of the Order and railway employes generally, in the state of New York, are looking carefully after their own interest at Albany and do not need any awakening on this point, we are reconciled to a postponement.

February 26 occurred the first annual ball and banquet of Arkansas Valley Division No. 36, and while no report has reached us, we believe we are safe in saying that an enjoyable time was had. We are indebted for an invitation to be present, and from former experience of the hospitality of the members there, regret sincerely that we were unable to be with them.

On the evening of the 9th, instant, Clover Leaf Division No. 254 will be "at home" to their guests on the occasion of their first annual ball and THE CONDUCTOR is invited to be one of the guests. With many thanks for the kindly remembrance and a cordial wish for their success, we are sorry business forbids acceptance.

The initial ball of Marion Division No. 268 was a grand success, both socially and financially. "Ye CONDUCTOR manne" participated and was of the last to leave the hall.

Brothers Weisz and Stout have our thanks for papers and information of interest.

Again we are obliged to omit much interesting matter, including several communications for want of space.

The secretary of Horton Division No. 226 wishes to hear from Brothers W. H. Gehman and James McVay.

The B. & M. recently opened its line into Deadwood, Bro. John Stirling, of Laramie Division No. 142, running the first train into the city.

The members of Harvey Division No. 95, at McCook, Neb., think Brother Frank Kendlen did his share by selling 109 tickets to their late ball.

Will Bros. H. Bushnell, F. D. Chatfield, T. A. Gilkey, Geo. Haynes, John Lyle, J. H. Martin, T. B. Scott and Geo. M. Gubernator please correspond with the secretary of Division No. 53 immediately?

A brief note advises us of the death of Brother John Pope, a charter member of the division lately organized at San Luis Potosi, Mexico. The division loses an energetic member and the fraternity a genial friend.

Brother W. N. Herrold has been appointed general yard master of the B. & O. at Pittsburg. He is a member of Division No. 114 and is well qualified for the place. THE CONDUCTOR congratulates him.

The *Indianapolis Journal* says that "if reports are true the 'Big Four' has much more cause to 'bounce' some of its 'tin soldiers' for irregularities, than it ever had to 'fire' conductors for the same cause." Strange.

The Alton has notified its conductors that a prize will be given to the conductor who takes up and turns in during the year the greatest number

of annuals that are found in the possession of parties other than to whom they were issued.

It is rumored that Mr. Doddridge of the "Cotton Belt" will go to the U. P. as assistant general manager and that Mr. Sands, late of the Santa Fé, will succeed Mr. Doddridge. Another report is that Mr. Sands will retire from railway service.

We are in receipt of a pamphlet describing the Norwood car replacer, and from cuts, we are inclined to think it is a piece of furniture that is needed on every train. It is much lighter than the ordinary frog and camel-back and can be securely clamped in place.

The secretary wishes to hear from Brothers M. S. Gilbrausen, Wm. Baird, E. T. Murphy, J. H. Maroney and Charles Wetmore. A report of the death of the last two has been circulated at Helena and if true, any information will be gladly received by the division.

Bro. Zack Goodwin, formerly secretary of Division No. 175, and a popular passenger conductor on the I. C. at Memphis, is the inventor of a ventilator and dust and cinder protector that ought to bring him a fortune. Space forbids a description of the ventilator now, but we will notice it hereafter.

Brother A. G. Bodley has invented a derailing frog which is intended to be used as an additional and certain protection against rear end collisions, when, from any cause, the following train fails to observe the signals of a train that has stopped on the main track ahead of it. For information address Bodley & Beelman, Plymouth, Ohio.

A member writes to the secretary of his division, "please send me a blank. I want to join the benefit department again. I let it drop about three years ago and have tried several others, but am forced to the conclusion that the O. R. C. insurance is the best and cheapest I can get." And he's right.

Bills have been introduced in the New York legislature providing that no train or engine shall be run without a certain prescribed number of trainmen, and prohibiting "double-headers." To limit the hours trainmen may be employed. And defining the liability of employers for injury caused by the negligence of a co-employé or by defective appliances. Bro. Weisz is the author of the first named bill.

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Brother F. S. Stimson of Chicago Division No. 1, after almost a life time on the rail, has engaged in the real estate business in Chicago and may be found at 7861 Railroad avenue, Cheltenham, where the firm of Stimson & Warwick will be pleased to show members or any others thinking of investing in Chicago property, the finest that is in the market. Frank has many friends who will join us in wishing him success.

**

In a recent issue we stated that the jurisdiction of Mr. Wade, of the California Southern, had been extended over the A. & P., our authority for the statement being an item that was generally published by the daily press. A correspondent from Albuquerque informs us that the employés there have not been advised of any such a change and as Mr. Robinson is a popular and efficient officer, no regret is entertained there on account of the report being unfounded.

**

General Manager Woods, in a long letter declining to make any concessions to the employés, tells of the difficulties the road has to encounter to pay dividends, that a part of the stock holders have never received any dividends and that the increase asked for would almost bankrupt the road, while almost at the same time Superintendent Miller boasts of the January business being largely in excess of any January in the history of the road and tells of the bright prospects for the present year.

**

The Lafayette Call says: "One of the new collectors of the Big Four system between here and Cincinnati was dismissed yesterday. He engaged in a game of craps with the negro porter of the parlor car and lost \$36 of the company's money, which the porter quietly slipped into his vest pocket. When it came to settle at the other end of the road he had to draw upon his friends to make the account good, which, coming to the ear of the treasurer, resulted in his dismissal."

**

Newton Division No. 11 have addressed a memorial to the governor and executive council of Kansas asking, in behalf of the 35,000

railway employés of the state, the appointment of Bro. Wm. M. Mitchell, of Winfield Division No. 245, as a railway commissioner. It gives THE RAILWAY CONDUCTOR pleasure to endorse this request of No. 11, and we sincerely hope that all employés in the state will join No. 11 and bring to bear an influence that will bring about such a recognition of their rights as citizens and tax-payers.

**

Certain individuals at Montreal, jealous of the success and reputation of the Order, have asserted that our late Brother, George Robinson, of Mount Royal Division No. 75, who was killed accidentally at Vaudreuil, P. Q. in November 1889, was a member of the Benefit Department and that his insurance has not been paid. The members of Division No. 75 wish us to state, for the information of all, that the assertion is a malicious one and that Bro. Robinson was not, at the time of his death, and had never been a member of the Benefit Department.

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The new Wabash hospital at Moberly, Missouri, was opened on the evening of February 5, by a ball and banquet which was largely attended, and among others, many members of the Order enjoyed themselves. "Jim" Laughlin was there, but he did not wear the hat that was presented to him at Louisville. Among the speakers was Hon. F. W. Lehman, who is general attorney for the Wabash in Missouri, and who recently left Iowa to take that position. Mr. Lehman is a man whom it is a pleasure to know and to hear speak, and we are proud to claim his acquaintance. Had he remained in Iowa, we believe he would have represented the state in the U. S. senate.

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Col. J. M. Eddy, who recently died at Pasadena, California, was one of nature's noblemen. At the time of his death he was one of the receivers of the I. & G. N. railway and had been intimately connected with its management for a number of years. It is not too much to say that no railway officer in America is held in higher esteem by those under him, than was Col. Eddy by the employés of the I. & G. N. An honest man himself, he was slow to suspect dishonesty in others, and would credit it only on indisputable proof. Sometimes hasty and impulsive, he was of that generous disposition that is always ready to acknowledge a fault to one in an inferior position as quick as to an equal. Of him can be said, what is the highest tribute that can be paid to man, he was a kindly, courteous gentleman.

The employés on the eastern portion of the Pennsylvania System have joined those on the lines west of Pittsburg in an effort for an increase of pay, and the matter is yet under discussion between the committee and the officers of their organizations on one side and the officers of the company on the other. A general conference between all the superintendents and the general manager has just been held with a view to preparing a proposition to submit to the employés. The rumors of an imminent strike are without foundation, and in our opinion there will be no strike. The company will make such concessions as will be satisfactory notwithstanding Mr. Wood's letter of refusal, we believe.

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The officers of the Canadian Pacific, after refusing to discuss wages with a committee of employés who had been endeavoring for two months to effect a settlement of differences, refused to see the representatives of the organizations interested, viz., the B. of R. T. and the Order, and by request of the Grand Master of the B. of R. T., the Supreme Council was convened. After the Council had approved the request of the employés, President Van Horn sent for the committee of employés, made satisfactory concessions and prevented a strike. The pay of passenger conductors was raised an average of \$15 per month, freight conductors from 21 to 37 cents per day, and baggagemen and brakemen in proportion.

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A. Brisbois, 125 State street Chicago, is preparing a memorial exhibit of photographs of passenger conductors for exhibition at the Columbian Exposition, and to every passenger conductor whose negative is taken, will be given one cabinet photograph free. The writer knows that Mr. Brisbois is responsible and that the undertaking is a praiseworthy one, and we sincerely hope that he will receive the aid of conductors generally and that the exhibit may be a representative one. The free photograph is no bait to catch the unwary; there is absolutely no charge for taking the negative nor for the one photograph; if additional ones are wanted they will be furnished at regular prices, but you are not required to buy additional ones nor to buy anything. It is expected that most if not all of the grand officers of the Order will be represented.

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Ye editor has, carelessly perhaps, but certainly unintentionally, caused a correspondent to "violate orders" received from his division. Bro.

Goss, of No. 40, was instructed or at least expected to report the election of officers in his division. He wrote a communication giving the result of the election, but we had previously received and had already in type a report of the election from the secretary. Bro. Goss' communication being principally on other matters, and the election being merely an incidental part, we erased that part, intending that both should appear in the same issue. The first one was crowded out and we forgot to replace the list of officers in the communication from Bro. Goss, who should be acquitted of any neglect and the censure laid at our door.

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Twenty-seven conductors belonging to Toledo Division No. 26, O. R. C., went to Bucyrus yesterday and organized a division of the Order in that city. They had a splendid time, as delegations representing the Order in Cleveland, Columbus and Galion, Ohio, and Garrett, Ind., were present. The conductors from this city desire to acknowledge their obligation to the Toledo & Ohio Central road for placing at their disposal a special car for their return trip. The O. R. C. is flourishing everywhere. In this vicinity it has such a lead of the Brotherhood that that organization hardly realizes that it is in it at all. Yesterday at Bucyrus the agitation was begun for making Toledo the national headquarters. Columbus was in the race, but Toledo will have the united support of Ohio in that contest.—*Toledo Evening News.*

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A. G. C. C. Wilkins is undergoing a serious affliction. His daughter has been at death's door with that dread disease, scarlet fever, and her life is even now trembling in the balance. The physicians had pronounced her recovery impossible, but at last accounts an unexpected improvement occurred that aroused hopes of recovery, but the oldest son had been stricken. The hearts of thousands who have stood over little cradles and watched the light fade from the once sparkling eye and the light and joy of a happy home disappear in the darkness, will go out to Bro. Wilkins and his wife in their present extremity. The mystic chords of sympathy will connect that Chicago home, now overhung with darkness and despair, with thousands of other homes that have been ruthlessly invaded by the destroying angel, and earnestly pray that the cloud may pass and the prattlers remain to brighten the lives of their parents.

THE RAILWAY CONDUCTOR.

VOL. VIII.

CEDAR RAPIDS, IA., MARCH 15, 1891.

NO. 6.



"Listen to a Tale of Woe."

Old Boreas blew his fiercest blast,
And down Norwegian Gulch came fast
A terrible blizzard with clouds of snow,
Like howling Sioux on a fleeing foe,

When Cavanaugh's train came slowly around
Through the snow-filled cuts for Norris bound.
But the wild wind shrieked and the snow piled
high,
And the train—well, it's waiting for the sweet
by and by.

Way up on the trestle, ninety feet high,
Giddily perched 'twixt the earth and sky,
Stands the lonely train, and night's shadows fall
O'er the snow-decked plain like a funeral pall.

In a snug warm corner of the rear coach sat,
A beautiful blonde with a Gainsborough hat;
Of a chat with this fair one did brave Jerry
dream,
Though the wild winds shriek and the coyotes
scream.

But stern duty calls and Jerry must go,
Face the keen blast and tramp through the snow;
Invade the Norse Gulch and march manfully on,
O'er the long weary road to far Sappington.

Fifteen long miles through mountains of snow,
While the wild winds sing their weird tales of woe
And the coyote screams from the towering buttes,
And the moping owl from the bristling pine
hoots.

The wild cougar calls to his mate all the night;
The wolves join the chorus in yells of delight;
The conductor's weary feet are all covered with
blisters,
And the cold Arctic gale whistles through his
thin whiskers.

On an old worn out tie he sinks down to rest,
While trouble runs riot and remorse fills his
breast
As he thinks of the saddest words written by pen,
"What a 'blankety-blank, cussed fool I have
been."

"Why didn't I stay with the blonde on the train?
I hope I'll be hanged if I'm so verdant again,
For I might have let Reddy, the stout brakesy, go
On this long, weary tramp through the blizzard
and snow."

Stories of a Diplomat.

GENERAL WINSTON, MINISTER TO PERSIA,
AND THE FRENCH CUSTOMS OFFICERS.

"I never hear of that sacredness that
hedges around an ambassador," said a
much traveled Chicagoan, "that I do not
think of an incident of which I was an
unobserved witness. You all remember
the broad blaze of glory that marked the
path of the great diplomat, the gallant
General Winston, when he made his fa-
mous trip from Chicago to Persia. It was
via New York, London, Paris and pretty
much the entire continent.

"I chanced one day about five years ago to be standing in a railway station. I forget the name, just within the French border. A train from the other side came rolling in, and from one of the apartments stepped a most distinguished looking gentleman, his strong face adorned with a heavy gray moustache. Of fine physique he was tall, erect, and all that sort of thing, and his glance, which swept the station like the rays of a policeman's bull's eye, any observer possessing the slightest imagination would have likened to that of an eagle.

"Well, after sweeping the station pretty clean, the glance fell on a pyramid of baggage at one end, and thither the military-looking man walked with that graceful but confident tread that betrays the personage of an old campaigner. Just as he reached the pyramid a custom house officer in uniform took hold of a trunk as if to open it. The military-looking man touched him on the shoulder and in English bade him drop the trunk. The officer, who did not speak English, gazed at the military-looking man in amazement. Then he shrugged his shoulders and made as if to carry the trunk away. But this the military-looking man was averse to, and he stated his objections in excellent English, to which the customs officer replied in equally excellent French. From where I stood I couldn't hear all that was said, but seeing a half dozen officers attracted by the debate run up to the pair, I approached. As I did so I heard the military-looking man exclaim:

"I tell you that I am the United States minister to Persia. Can't you understand good, plain English? I am on my way to Persia, and you have no right to look into my baggage. I'm no smuggler. And what's more,' he added as the officers surrounded the baggage and grabbed several pieces, 'I won't have you look into it.' Whereupon he sprang on the top of the pyramid and, brandishing his cane in a manner that suggested to me brave Rhoderic Dhu, played about him right vigorously and to the dismay of the officers, who jumped back from the pile and danced nimbly about as they sucked their soundly thumped fingers. Could the American eagle have been there he would have screamed his delight in sixteen languages. What would have been the outcome had not the captain of the officers come up at this juncture I cannot say.

"When the occurrence had been explained to him he was furious and was about to lead a charge on the military-looking man, into whose face had come an expression of joyous anticipation, when he thought fit to address him. He did so in English, inquiring what he meant by such conduct. The military-looking man replied that he was the United States minister to Persia. But before he could go further the captain had doffed his hat, bowed low, and asked ten thousand pardons. The military-looking man, who was none other than the brave General Winston, jumped down at this, said it was all right, that no harm had been done, and distributing some money to the men whose knuckles he had whacked, he was directed to his hotel, where his baggage, uninspected, followed without delay.

"The health of the soldier-diplomat was quaffed from broad-mouth glasses, and then a young member of the English diplomatic service observed that Winston was a familiar name. He wondered if it were the same about whom he had heard a story in which a certain Count von Schierbrand also figured. He was assured that it must be the same. He smiled and said: 'I got the story from an English officer who was in Persia at the time it happened. It seems, according to the story, that Count von Schierbrand, a well-known writer and newspaper correspondent, was attached to General Winston in the capacity of secretary and interpreter, the count being also an accomplished polyglot. He is a small man, looking particularly so, I believe, when ranged alongside the general. Well, on the day in question, the general, accompanied by his staff and legation, his son constituting his staff and the count his legation, spent the morning in walking.'

"They covered quite a bit of ground, and the weather being very warm, were not a little fatigued upon their return. They were due to dine that afternoon with the Shah, and spying a bottle of liquor on the table upon entering their apartments, the general, staff and legation partook of it as a sort of a rest, without fear, conscientious scruples or backwardness. Had it been of American manufacture all would have been well. But, alas! it was a compound made in Persia and possessed a strength four times greater than the finest of Kentucky brands. No one complained, however, until the

count, happening to think of dinner with his majesty, mentioned the engagement. The general didn't want any dinner. He was all right and happy. But the count, recognizing the unwisdom of ignoring a royal invitation, an act equivalent to an insult, declared that it would never do to remain away.'

"'Indeed!' the general exclaimed. 'Well, I want it understood right here that when I ain't hungry I don't eat. See?'"

"The legation appealed to the staff, which saw the truth of the situation and urged the general to brace up and get ready to eat. But no, the general wouldn't. He wasn't hungry, and he didn't propose to stuff himself with any — old Persian truck. He knew his business. And when the count further endeavored to remonstrate the general told him he didn't know what he was talking about. This made the count mad, and he politely, but firmly, called the general a — fool. At this the general, who was tired out, succumbed. The epithet drove all trace of anger from him, and gazing at the count with a sad, far-away look in his eye, he sank into his chair, exclaiming in heartbroken tones as he did so:

"'My God! to think of my coming all the way from Chicago to Persia to be called a — fool by a little Dutchman!'"

"'The abject forlornness indicated by the general's tones' the Englishman continued, 'turned the count's wrath to amusement. That the general might not see him smile, however, he thrust his hand into his right hip pocket for his handkerchief. That movement was the last straw. The count, during his travels, had been in the habit of carrying a revolver in that pocket. The general knew it, and erroneously divining the purpose of the count's motion, he cried, before the latter could withdraw his hand:

"'Don't shoot!'"

"'And without another word he hastily got himself together and in a few moments, decked out in full uniform, marched into the presence of the Shah and sat down at the royal table, flanked on his right by his staff, and on the left by his legation.'"—*Chicago Post*.

A good year for pies—the currant year.

A Race for a Bride.

WON BY THE CONDUCTOR WHO RAN HIS TRAIN THE FASTEST.

Along the line of the Santee railroad no trainmen were better known than Billy Perkins and Jack Smith, the only passenger conductors that road found necessary to employ. Every man and boy along the route watched for the familiar trains, and when the mail passed east in the morning each station lounge was ready to shout "Hello, Billy," while they never missed greeting Jack in the same manner an hour or two later, when he passed in the opposite direction. In the evening when the trains returned the genial ticket punchers again received ovations at each stopping place. Even the passengers were apparently all acquainted with the conductors, for as they went their rounds each traveler would have some remark to make or some sly inquiry about Bob Yocum's Sallie, which would bring color to the cheeks of the officials.

The total length of the Santee railroad was only forty miles, but the natives regarded the conductors with that awe and admiration which country folk always feel for railroad men. No telegraph line ran along the branch, and the trains were run in the good old way upon the single track; that is, sidings were placed a few miles apart, and when a train scheduled to pass another at a given point did not find the other at the switch it simply waited until the belated train did come, or after an hour or two started on its journey at a snail's pace, a flagman running in front.

In the morning the trains passed at a lonely siding in the woods, but in the afternoon the meeting point was directly in front of Bob Yocum's plantation, and as the farm house, with its shady porch, stood near the railroad, the trainmen had long ago struck up an acquaintance with the owner and daily resorted to the cool garden to while away the time until the opposing train arrived. Sometimes one train reached the point first, sometimes the other would be in ahead. The engineers had no signals to hold them back, and very often the farm would be reached half an hour ahead of time.

The schedule was slow, even for the old style engines, and unless there was something unusual to detain them, or the wood was very wet, the crews could generally manage to spend about twenty minutes at Yocum's, tranquilly smoking or romping

with Sallie, the planter's daughter. Now it was this same Sallie who caused so much disturbance in the breasts of Billy and Jack. Each strove to cut a favorable figure in her sight, and she was the loadstone, which drew them daily to the garden. Luckily for them, each of them had an engineer as wild and reckless as the most ardent lover could desire, and when the conductors told the man at the lever to "let her go," he did let her go, until some faint-hearted passenger protested at being bumped into jelly.

Only a reckless man would dare to ride one of the rattle-trap old engines over the uneven road at the rate of forty miles an hour, which speed was occasionally reached in sudden bursts. Forty miles an hour over the old-style U rails laid on rotten ties five feet apart and jointed with fish plates is equal to sixty miles an hour on a smooth track, so far as sensation goes. To the observer the Santee railroad was hardly visible, high grass growing between the rails, but where the track could be seen it seemed to be laid upon the ground without any preparatory grading.

Up hill, down hill, tilting to the right, tilting to the left, it pursued its devious way, and the shaking and creaking of trains and track were enough to alarm any one not preoccupied in endeavoring to retain his seat. The engines burned wood and when running at night resembled volcanoes in active eruption. If the reader has ever traveled behind one of these fiery machines he will remember how the sparks and pieces of wood flew when the engine got into good working order. He will also have a vivid recollection of the long and frequent stoppages when all hands heaved cordwood into the tender until it could hold no more. These were the characteristics of the line over which Billy and Jack made daily trips. There were wood stations on each side of Yocum's, and the trains in the afternoon were required to get a supply of fuel before reaching the passing point.

The conductors pressed their suit with the fair Sallie for many a day, but, while each felt that the other had no advantage, neither could make any headway. At last the two friends decided to put matters to a test, and together they sought Bob Yocum, and, explaining their distress, asked that he and Sallie choose which, if either, should be the favored suitor. Sallie, with blushing face, declared she could

not decide, although she felt she could be happy with either. With that keen instinct for gaming which characterizes Southerners, her father at once suggested that they settle the question by racing their trains for the next three days, the one getting to the switch twice ahead of the other to be the winner. The proposition was eagerly grasped by the conductors and acceded to by Sallie. All agreed upon secrecy, except that the conductors should make confidants of their engineers.

Anxiously the father and daughter awaited the coming of the trains the next afternoon. Fully twenty minutes before schedule time the familiar whistle rang out, and Billy's engine came to a standstill just as Jack's train came around the curve. Billy was exultingly happy. The next day, however, Jack was sitting upon the porch talking serenely to the prize when Billy's engine came into view.

The following day would decide it, and the morrow found four eager hearts wondering what the result would be. About 10 o'clock a steady rain set in, which apparently settled the question of fast time being made that day. As Billy passed down the line and saw the soaking wood-piles, he felt exceedingly blue, but while pondering a great thought came into his brain and his countenance cleared in an instant. When he got to the end of the run he took his engineer aside and explained something which caused a broad grin to overspread the features of that worthy. Billy was next seen in a provision store, and ere the train departed an odd looking barrel marked "Sugar Cured" was put aboard the engine.

His train made glorious time that afternoon, and when the passengers asked how the engineer managed to keep up steam, Billy smiled, but said nothing. Poor Jack must be a dozen miles down the road, and right around the curve was Yocum's. Hurrah, Billy said to himself. Hur—, he did not finish. From the car platform he saw something that made him rub his eyes in astonishment. Was it Jack's train lying there so quietly on the siding, or had his senses deserted him? A wild screech of triumph from the waiting engine made him realize that it was indeed true. His rival had won the third heat.

Jack, taking warning from his defeat the first day, had wisely bargained with the wood station man for a special supply of

dry pine knots, and these were supplemented on the rainy day with a barrel of pine tar.

Billy danced at the wedding, but the sight of a ham has filled him with disgust ever since.—*N. Y. Dispatch*.

On Time, You Bet.

THAT FINEST WATCH IN NEW ENGLAND FOR
JOHN C. SANBORN.

The Old Colony boys made up their minds that there should be no "left" in this contest. They perfected one of the best organizations that had ever been got together in a voting contest, and cleared the way and came in on time. It was all one way, and the "Old Colony" had this time no dangerous competitor.



J. C. SANBORN, POPULAR LEADER OF RAILROAD EMPLOYEES.

Capt. J. C. Sanborn is the general trainmaster of the Old Colony railroad. He was born at Northfield, N. H., Sept. 13, 1842. At the age of 16 he was first employed on the Old Colony railroad at South Braintree station. After six months' service he was made a brakeman and baggage master. When the first call for 75,000 troops was issued he enlisted in Company C, 4th Regiment. He rose to lieutenant afterwards in Company B, 43d Tiger Regiment. He was later on commissioned by Gov. John A. Andrew as captain in the Massachusetts Volunteers. After the close of the war he was appointed a conductor, and ran a train between Boston and New-

port. In 1868 he was appointed station agent at Boston. He rose to passenger transportation master, and in 1889 he was appointed general trainmaster. He has charge of the Boston station and yards, passenger and freight conductors and brakemen; also the distribution of all passenger baggage, construction and caboose cars, which number over 600 on the whole system of 600 miles or more. He has about 1000 employes under him.

Candidates.....	299
Total Vote.....	659,322

WINNER.

J. C. Sanborn, General Train Master, O. C. 363,223

A matter-of-fact postmaster in a small town in Arkansas wrote to the postoffice department stating that one of the citizens had recently entered the office armed with a Winchester rifle and had pointed it at the postmaster in a threatening manner. He closed his telegram with the words, "Send instructions." Col. Whitfield, the first assistant, tersely replied by quoting the words of the well known refrain, "Johnny, get your gun."—*Washington Star*.

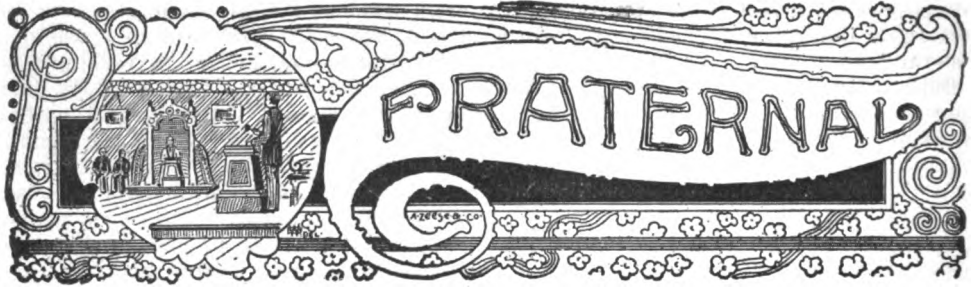
The Postoffice Pen.

We talk of the many vexations
That follow a fellow through life:
The capers of unruly children—
The tears of a petulant wife—
The bills of the tailor and doctor—
The frauds of the coal and ice men;
But nothing 's so really provoking
As the stubby old postoffice pen.

You hurriedly enter the office,
A note or a letter to write.
Perhaps on a card or envelope,
An add. you desire to indite.
Deep down in the murky ink bottle,
The mightiest weapon you sink,
Then instead of a Mr. or Mrs.,
You deposit a big pool of ink.

It was said long ago that the pen
Was mightier far than the sword.
There are many I fancy who think,
The saying is simply absurd.
I think if 'twas left to a vote
Of intelligent women and men,
They'd say that the sword is a feather,
When compared to the postoffice pen.

—L. W. CANADY, Division No. 57.



SHARPSVILLE, Jan. 17, 1891.

Editor Railway Conductor:

I do not often inflict myself upon your readers for various reasons, some of which are personal, and others charitable. I have mercifully refrained from airing my opinions on the various questions that arise from time to time. For all of which your patrons owe me many thanks; thus much by way of prelude.

The "Voluntary Relief" on the Pennsylvania Company's lines will be my theme this time, and I hope for your readers' patient forbearance while I discuss some of its points. I was going to say "good and bad," but after a trial of considerably over a year, I fail to see any bad points about it. In the first place, the company desires all of its employés, who are eligible to its benefits, to avail themselves of the opportunity offered, to take this means of providing something against a day of need. No employé is required to take the "Relief." It is as its name implies, a purely voluntary act on their part if they do. The benefits are of three grades, viz: Sickness from natural causes, accidents, or death. Sick benefits run for fifty-two weeks, and if death occurs from sickness, the *full* amount of the certificate is paid to those named without deduction. The benefit for accident or injuries received while on duty, or going to or from duty, run until permanently cured, or death occurs, in which event the *full* amount of the benefit certificate is paid. The premium is deducted from the "beneficiaries" pay each month, keeping him "paid up" for a month in advance. If death occurs, the balance of the premium is returned to the friends of the insured. Every dollar that is collected from the participants goes into the benefit fund, the company assuming the expense of conducting the business, and also making good any deficiency in the fund, that is, if the fund collected from the employés is not sufficient to pay the benefits the company assumes the responsibility for the deficit, so in no case can the members fail to receive their benefits.

The number of sick benefits for the month of November, 1890, were four hundred and nineteen;

the number of accident benefits, three hundred and twenty-three; death, six. The amounts were: Sickness, \$5211; accident, \$4869 and death, \$5250, making a total of \$15,330; and for 1890, of \$238,513.05. Out of that the company paid over five thousand more than they collected. It has been the means of tiding many a poor fellow over a season of illness and of bringing a welcome "Relief" indeed, to many a bereaved family. I think if the railway men of the country could see the comfort derived by sick or injured employés from the fact that although they could not wrestle for a living, there was still something "coming in" to keep the gaunt wolf of hunger from the door. I say, if they could only see such sights as I see them almost daily, they would not long remain without insurance of some kind. No man would miss the paltry sum per month that it takes to give his family a certainty of at least enough to keep want away from his dear ones for a time, or, until they can make arrangements to help themselves. The cry originally against the Pennsylvania Company's Relief was that it would be only a short time until it would be made compulsory. I wish to God that it was so to-day, for in no other way will some men ever provide a dollar to leave when they are gone, and may be the rest of us would not be called upon to send out begging petitions, or pay subscriptions to help a fellow workman's family out of the slough of improvidence. Hardly a month goes by that "papers" are not presented to us for aid to some person, who, perhaps, when he worked, received better wages than sevenths of the men asked to contribute to relieve the necessities of the family it should have been his care to provide for. Nothing short of compulsory insurance will ever compel those men to provide for the well-being of their wives and children. But the Pennsylvania Company's Relief is not of that kind, and will never be. It was conceived in a spirit of kindness and care for the well-being of the employés, and its assessments so graded as to come within the reach of the most humble of its laborers, while the highest of the assessments are not above the ability of its better paid employés to carry without taking one single

comfort away from the home, in fact, it is a means of saving that many avail themselves of, who could not, or what is to the same purpose, would not save a cent any other way. It has been a blessing to many a poor family whose breadwinner was stricken down by sickness, perchance death, and yet men are slow to avail themselves of its beneficent purposes.

Now, why should not every member of the O. R. C. avail himself of the insurance within the Order? That is certainly *not* compulsory, yet, men who spend three, yea thirty times its assessments on pleasure, will say as an excuse: "Oh, I cannot afford it; I am too poor to carry it; the expense is too great," yet, those very men, after gratifying their selfish pleasures all their lives, dying, leaving their families unprotected and dependant on the charity of their fellow employés or of the Order. It is the duty of every man, and it should be his pleasure, to provide a fund that his wife and little ones should not be "thrown on the world" if he were suddenly called away. Every man who can afford to belong to the Order can afford to pay the assessments necessary to provide a fund for his family when he is called away. The man who spends three dollars for cigars or drink and leaves his family unprovided for, is simply a thief; he not only robs himself of a pleasure while he lives, but he does that meaner thing—he robs the widow and the orphan after he is dead, *see*. This may seem harsh, but just stop to think. You take the money that should go to the support of your family and spend it on your own selfish desires, for, if you are too poor to carry the Order's insurance, you are certainly too poor to spend the money that should add to your family's comfort on luxuries for yourself.

"Think it over."

C. H. PETERS.

HUNTINGTON, Ind., Feb 11, 1891.

Editor Railway Conductor:

I have been watching and waiting for some time to see an expression from Atlantic Division No. 120, as to the feeling regarding Federation. I have talked with quite a number of the members and they, like myself, are strongly in favor of it. Taking the B. of L. F., B. of R. T., S. M. B. A., B. of L. E., and O. R. C., and within one year's time the Federation could be made to represent 100,000 good, reliable men, and with this force in active service it would be a hard matter for any corporation to defeat us. The time has been when it was possible to 'scab' any road from one end to the other, but that time has passed. In our little trouble on the C. & E. there were but two who had the unprecedented

"gall" to show their colors. The conductor was "Fallen" and the engineer was "John Quigley." But there were some three or four others who were very restless and would have taken the cars with the glass windows if their grand officers had said the word.

We have a system Federation with the engineers and dispatchers, and heartily thank the B. of R. T., B. of L. F., and S. M. B. A. for having stood by us when we needed them; and they will find by their kind actions they have lost nothing. But we are sorry to see them standing where they once stood in the "Wheaton" days. With *us* those days have passed, and I hope one and all will join me in the request to put ourselves on the defense.

See what corporations are doing. Every day they are instrumental in the making of laws to grind the labor down where they can handle it to their own will.

And now let every member use his influence and utmost exertion to strengthen our cause. We are now in a more prosperous condition in the way of life, but financially we are just above low water mark. We have some ten or fifteen petitions for membership. The warm and friendly disposition now displayed is very marked. We make it our business to rid ourselves of all sores and keep our system clean.

We had Bro. Clark, G. C. C., with us for a couple of days, and all say he is just the man for the place, and was very highly spoken of by our Brother Engineers.

But I shall await further developments to continue.

Bro. Frank Arrowsmith is about ready to resume his run again, having entirely recovered from his recent illness.

We have as true and fine corps of passenger conductors as ever pulled a cord, and we know we can depend upon them. There is also a first-class lot of freight men, and you can put up your last dollar on the engineers and win every time.

Will now make a drop of myself and wait for further orders. Should I show up O. K., may try again.

Yours in P. F.,

PROGRESS.

WORCESTER, Mass., Jan. 13, 1891.

Editor Railway Conductor:

Division No. 237 has elected the following officers:

C. C., Henry M. Pressey; A. C. C., W. I. Mitchell; S. & T., D. W. Parkhurst; S. C., O. Reynolds; J. C., C. D. Balcom; I. S., E. E. Stacey; O. S., H. H. Dunsmoor; Delegate to Grand Division, E. E. Bryant; Alternate, O. Reynolds.

D. W. PARKHURST.

FARGO, Jan. 29, 1891.

Editor Railway Conductor:

Once more it becomes our duty to introduce ourselves to you, having so long been absent from your columns.

Permit me to first introduce Division No. 72 by presenting Bro. O. S. Hume, who has just been installed Chief Conductor. I also wish to take this opportunity to present each of his assistants: V. R. Neal, A. C. C.; Chas. Wheeler, S. C.; Dan. Reid, J. C.; M. S. Walsh, S. & T.; T. R. Sloan, I. S.; Bert Kress, O. S.

Our new Chief Conductor is a chief indeed, one of the few men who are fortunate in the possession of a fine manly bearing, a friendly disposition and one having the good will of all Brothers.

Bro. V. R. Neal, the efficient Assistant Chief Conductor, is another of those who has been long with us, and has been often tried and never found wanting, always ready to stand by his convictions upon questions pertaining to the Order.

Bro. Mat Walsh, our able Secretary and Treasurer, is the tall cedar of the division, runs a day passenger train, and is always on time, both in his duties as a conductor and as keeper of the records and guardian of our treasury, there is no finer gentleman, as many Brothers can attest, than our "Mat."

Bro. Chas. Wheeler, our Senior Conductor, is also a splendid specimen of the noble hearted, fine looking passenger conductor, who has been many years in the railway service, and many years an active worker in the Order of R. C., and is always ready to help, aid and assist all poor distressed worthy Brothers of the Order.

Bro. Dan. Reid, our Junior Conductor, pleasant and genial Dan. to know him is to love and respect him, worthy and well qualified in all duties of the Order, and a firm friend in time of distress or trouble.

Inside Sentinel, Tom Sloan, irrepressible, imitable, shin-kicking Tom, whose name is known from coast to coast, "you ought to see his boy and dog" * * * * * Draw the curtain.

Bro. Bert Kress, our Outside Sentinel, is a young member of the Order, but is always on deck and is a rising young man in his profession as a railroad man and as a member of the Order.

Taking Division No. 72 as a whole I am proud to say as to its membership it is second to none in the northwest and will be on hand at the next Grand Division to take a hand in all things pertaining to the welfare of the Order of Railway Conductors.

Yours truly in P. F.,

A. W. CAREY.

PARKERSBURG, W. Va.

Editor Railway Conductor:

Knobly Division No. 183 opened in regular session Sunday, Jan. 25, at Keyser, W. Va. The division has changed its meeting days from every Monday to first and fourth Sundays. The Brothers are a little slow to get together, but be it said in our favor that we have been worked pretty hard on the B. & O. the last three or four years. We have a good division of about thirty-eight good and true experienced railroad men. The trainmen on the B. & O. received an increase of pay, the first of the year, of ten per cent.

I have no doubt THE RAILWAY CONDUCTOR will get the whole proceeding from the Grievance Committee.

We held a seven hours' session and elected and installed officers for the present year as follows: C. C., J. H. Cather; A. C. C., J. Rephonn; S. and T., J. W. Mattick; S. C., Hugh Burns; J. C., W. Horschler; O. S., M. M. Sayers; I. S., F. M. Kinnell; Delegate to Grand Division, Geo. H. Bailey; Alternate, J. H. Cather.

Bro. Cather was our member on the B. & O. Grievance Committee, and I must say we could not have made a better choice; and in fact, the whole committee deserve great credit. Bro. Martin was on the committee from Division No. 190, and is another live Brother from away back. I have not learned the names of the other committeemen from the other divisions on the B. & O.

R. R.

G. H. B.

SLATER, MO., Jan. 15, 1891.

Editor Railway Conductor:

IN THE CONDUCTOR of Jan. 1, I notice an article from Division No. 60, in which the Chief Conductor takes credit—a little more than is due him. He says they attempted to interest Slater Division in the matter of J. M. Johnston's insurance. Slater Division No. 212 never received a scratch of a pen from Division No. 60 that I am aware of in the matter. Bro. Johnston wrote to this division asking for a transfer card and gave as a reason for wishing a transfer that by so doing Division No. 60 would take the insurance matter in hand.

He was transferred April 7, and was still in the employ of M. K. & T. at the time.

Bro. Mead deserves great credit for what he did.

I think Bro. Johnston's claim was a just one, and the Board of Directors did right in allowing it. I do not think the *disability* clause is specific enough and is a matter that should come before our next convention.

Respectfully yours in P. F.,

I. M. RILEY, S. & T.

Editor Railway Conductor:

I haven't the time now to say what I would like to in regard to our insurance, but I will take the time to say just a few words. I regard our Benefit Department as one of the noblest and best features of our Order, and as you will note, my certificate dates back in the early days of its existence and this fact I think, is evidence of my faith in it and I believe that I have influenced as many to join as any other one member, for I always try to drop "a word in season," and particularly to those members of the Order who do not carry any other insurance. We must "go slow," however, and be careful not to make our assessments too high so as to discourage members, and I must admit that I think sometimes myself that we are apt to get a little extravagant and I know that a great many others look at it in that light. They do not stop though to think the matter over and take everything into consideration. I believe that when I pay my assessments I am putting just so much money in a place that is better than a national bank, and I believe it is sure to draw me ten fold interest, particularly when I consider that it all goes to aid some Brother's widow or orphaned children, and besides when my time comes I can close my eyes in that last, long sleep much easier, knowing that I am leaving something behind for my loved ones. In regard to the disability clause, I am greatly in favor of it and would make it broader. I think that when a conductor becomes disabled so he cannot follow his occupation any longer he should have the benefit, no matter what the cause, whether it be old age, sickness or accident. Hoping this may influence some Brother to at least consider the matter of joining our insurance, I am

Yours truly in P. F.,

JNO. CONSALUS, Div. No. 53.

TRURO, N. S., Feb. 11, 1891.

Editor Railway Conductor:

Seeing nothing in the columns of your journal about Howe Division, I thought I would take the liberty to let you know that in Truro, N. S., Howe Division No. 203 exists. Although few in number, still we are in a flourishing condition, each one going in to make our division a success. Our officers for 1891 are as follows: W. McClafferty, C. C.; A. B. Vance, A. C. C.; J. J. Daley, S. and T.; G. W. McCulley, S. C.; W. J. Dickson, J. C.; H. D. Archibald, I. S.; G. Maegeson, O. S.

We have now entered upon another year and hope we may steadily increase in numbers and in love for each other. I am confident our officers will do all in their power for the interests of

the Order and for the happiness of each other. Our worthy Chief has served three years in the office of S. and T., and has proved an efficient officer in every particular. The other officers are all that can be desired to make the division a success.

Our worthy O. S. has donned the buttons and is also a singer in one of our popular choirs, so you see he is a dandy. His popular air is "Rusty Bums and Jolly Old Chums," and his rich tenor on that sounds high.

I will close for this time. If you think this worth the space you can give it a chance.

Yours in P. F.,

No. 203.

MONTREAL, P. Q., Jan. 31, 1891.

Editor Railway Conductor:

I have been requested at our last meeting, Jan. 28th, inst., to forward to you for publication in THE RAILWAY CONDUCTOR the names of officers elected for the year 1891.

The following officers were installed to office, Brother James Elliott acting as marshal:

J. S. Randolph, Chief Conductor; J. Gee, Assistant Chief Conductor; J. Mulligan, Secretary and Treasurer; J. Dawson, Senior Conductor; J. Smith, Junior Conductor; Charles Campbell, Inside Sentinel; W. Empsey, Outside Sentinel.

It was moved by Brother J. Elliott and seconded by Brother J. Smith that vote of thanks be tendered our past Chief Conductor, Elias Mundy, for the able manner he had fulfilled his duties for the past two years and the interest he has taken for the good and welfare of Mount Royal Division No. 75, carried unanimously.

Yours truly,

J. W. MULLIGAN.

TOLEDO, O., Feb. 15, 1891.

Editor Railway Conductor:

Being deputized, I to-day organized Bucyrus Division at Bucyrus, O., with eighteen charter charter members, eleven of which were new members. The new division very wisely selected the veteran A. H. Gardner, who is an old wheel horse, as their C. C.; the A. C. C., A. J. Worsoff; S. and T., J. C. Curtis; S. C., E. P. Wharton; J. C., J. E. Mulligan; I. S., C. M. Beilhartz; O. S., I. Anderson. The address of the C. C. is Bucyrus, O.; S. and T. the same. Time of regular meetings will not be settled until March 1.

The division starts out with bright prospects, as it will ere long include every conductor in their thriving little city.

I acknowledge obligations to the Brothers of Divisions Nos. 119, 166, 109 and 100, not forget-

ting my own able staff from Division No. 26, for the able assistance they gave me in the work of organization. I also tender thanks to the city officials and citizens for their courteous treatment and especially to Fred Mader for the elegant menu. Also the C., H. V. & T. Ry and the T. & O. C. Ry for special trains.

The election of a Delegate to the Grand Division was postponed until a future date.

All of which is respectfully submitted.

Yours in P. F.,

N. B. DANENBERG,

C. C. Toledo Division No. 26.

RICHMOND, Va., Jan. 20, 1891.

Editor Railway Conductor:

Below please find a list of officers elected for the year of 1891:

A. J. Blanton, C. C., 2102 East Broad street; J. T. Cooke, A. C. C.; C. D. Goodwin, S. & T., 1310 Ross street; H. B. Fitzhugh, S. C.; W. L. Harris, J. C.; J. J. Hog Taylor, I. S.; E. W. Mosby, O. S.; C. D. Goodwin, Delegate to G. D.; J. T. Cooke, Alternate; W. J. Binford, C. S., for THE CONDUCTOR.

Yours truly in P. F.,

C. D. GOODWIN, S. & T. 152.

Federation.

CLEVELAND, Feb. 15, 1891.

Our good Brother from Trenton, Mo., comes very near scoring a bull's eye in his letter of Jan. 5. He asks: "Will there be a plan of Federation adopted in May or not?" Of course there will. Bro. Hewes, you ought to know that, just for the reason that it is necessary for the good of the Order. Also to clear our past record, because, as you say, we stood alone in the dark. Our members (yes, and grand officers) put us in the hole, so to speak, with all other organizations. We must Federate in order to break the bad name we gained in this dark age, as you most fittingly call it; and lastly, to obviate all further need of strikes. For if we can bring about a Federation of the O. R. C., B. of L. E., B. of L. F., B. of R. T. and the S. M. A. A. (and there is no reason why we cannot) the name of strike will die out and be a thing of the past. For the very reason that we will not have to go as far as that to gain our point.

Do you suppose that there is a general manager to-day, on the whole American Continent, that would not be willing to do justice by any of us if we are backed up by 90,000 to 100,000 men bound together by a Grand Federation. No, Sir! there is not one. Brothers, do not think that I (or any other sane man) wants to see this Federa-

tion formed to buck against railway companies, for that is something we cannot afford to do, or have any right to do. It is their capital invested against our labor. They have rights that we are bound to respect, and we, too, have rights that they are bound to and must respect. And the best way to gain respect is by honor and strength.

My plan of Federation is this, that the five above named Orders choose one man to every 500 or 1,000 to represent them in a Grand Council to meet in some city to be agreed upon, to form a Supreme Council from the members of the Grand Council, each Order to be represented in the Grand Council by not less than three nor more than seven members, the Supreme Council to be composed of two members from each Order named except the S. M. A. A., which will have one; all grievances to be referred to them that cannot be settled by the local grievance committee, and when a matter is referred to the Supreme Council it must take a two-thirds majority to decide it; and when a decision is reached by them it must be final.

My idea is just this: The five orders run along, as you might say, on five separate tracks, each by themselves. The Engineers, or any other of the five, have a grievance; they try to adjust it themselves and fail to come to any agreement with the company; they refer it to their Chief Engineer and he comes and tries to settle it and is unable to do so (all this time the other four Orders keep to work each on their track, so to speak, not interfering in any way). The matter is referred to the Supreme Council for their decision; and if they agree that the grievance is just and they decide to order a strike, every man on the five tracks stop at a given time and hold the fort until they gain what is asked for. This is my idea. Let us hear from some one else on this subject.

I remain yours in P. F.,

NEWTON.

Raleigh Division No. 264.

GREENSBORO, N. C., Feb. 12, 1891.

Editor Railway Conductor:

Raleigh Division No. 264 is still moving; onward and upward seems to be the motto. We have new members and applications at every meeting, and all the boys are very much interested in building up our Order. I think the O. R. C. has done, and is doing a great deal of good work in this part of our "Sunny Southland;" many of us can say, blessed be the day when I was permitted to join the Order of Railway Conductors. If members would study and become more familiar with the principles and objects of the Order, I am sure that many who are now careless and appar-

ently unconcerned would become active working members. Brothers, did you ever think for a moment how many tears of sorrow you have helped to dry, of the many homes you have made to look cheerful and gay, of the many sorrowing hearts you have helped to heal, by contributing your little mite toward the assistance of some family whose father and husband has made his last run and by some accident or other has been called to appear before the Supreme and Grand Chief Conductor of the universe? As we contemplate these things; are we not glad that we can cheer many sorrowing hearts and dry many weeping eyes by living up to our principles? Many times we can, if we will (and it is our duty to) render a Brother, or a Brother's family much assistance, merely by speaking a cheering word or performing some kind act.

As our Grand Division will soon meet, and many questions of great importance will be brought before it, I hope that not only each delegate, but each member, will try to do what he thinks best for the advancement of our noble Order. I think Brother Sheppard's amendment to our insurance laws would be a good one, and I hope to see something of the kind adopted.

Federation is a very grave question and should be carefully considered before being entered into with anyone. I hope that much wise and beneficial legislation will be enacted at St. Louis. Raleigh Division has elected me as their delegate, and I shall be glad to hear from any Brother who has anything he wants brought before the Grand Division.

Brothers, let each and every one of us put our shoulder to the wheel and help our grand officers push the Order along, and ere another twelve months roll around we shall be able to see our noble Grand Chief presiding at the head of one of the grandest orders in the world.

Should any of the "boys" pass this way we shall be pleased to meet them. Hoping that all may take fresh courage and push onward toward the pinnacle of success, I remain,

Yours truly in P. F.,

C. B. G.

Cheyenne Division No. 128.

CHEYENNE, Wyo., Feb. 17, 1891.

Editor Railway Conductor:

At annual election of Cheyenne Division No. 128, the following were elected officers for 1891: C. C., A. Rincker; A. C. C., L. H. Woodmansee; S. & T., C. D. Roberts; S. C., George Wales; J. C., C. S. Fitz; I. S., B. B. Fouse; O. S., George Quigley; Delegate, W. J. Smith; Alternate, B. B. Fouse.
C. D. ROBERTS, S. & T.

Cumberland Division No. 263.

CUMBERLAND, Md., Feb. 13th, 1891.

Editor Railway Conductor:

As I have seen very little mention of Division 263 in the columns of THE CONDUCTOR, I will again try to give you a few of the movements of our worthy little division. Our division is new, and of course some of our boys are new in the harness, but they are made up of the best material and are not afraid to take hold and learn. I will give you short sketches of a few of our members.

First, we have Capt. D. R. Shull, who with smiling face, can be seen every day punching tickets as his train winds its way up the famous Allegheny mountains. Capt. Shull is one of the oldest conductors on the W. Va. Central; he commenced his career as office boy, from that position he went out with a corps of civil engineers, and from that worked steadily up until now he is considered a model railroad man. The only thing the captain lacks is a nice little wife, and rumor has it that he is not always going to spend his days in single blessedness.

Now comes our worthy C. C., D. Lechliter. "Dan.," as he is commonly called, needs no commendation, as he is a first-class railroad man, and a whole soul and body O. R. C. man.

Then there is Brother Taylor Watson, "a man you don't meet every day." While Brother Watson is new in the Order, he is a worker from "way back."

As there will probably not be room for me to give a little puff regarding each of our boys, I will simply say for one and all, that they are true and tried, and can be depended upon when called.

I will close by saying that our division is in a prosperous condition. We have 25 members on our rolls, and more coming in every day or so.

One thing more before closing. I wish to thank the Brothers from Divisions No. 114 and No. 183, for their attendance at our meetings. Our old friend, Brother Baker, of Division 114, seldom ever misses meeting with us, and to say the least of him, Brother Baker is a whole team in a division room.

Yours in P. F.,

L. DUMIRE, S. & T.

Tuscumbia Division No. 248.

TUSCUMBIA, Ala., Feb. 6th, 1891.

Editor Railway Conductor:

At a regular meeting of Tuscumbia Division No. 248, some time ago (and I have forgotten just when it was) we elected a correspondent. Although this election was held something like a year ago, I have yet to discover anything in THE CONDUCTOR over his signature, and it does seem to me that a correspondent who in his official

capacity has reached the ripe age of one year, and who is as well developed physically as Brother Payne, should allow himself to be heard from, occasionally at least. However, as he is confining himself to silent muses I shall proceed to tell you something about what Division 248 is doing.

Brother Wilkins organized us August 11th, 1889, with sixteen members, and from that period to the meeting of the Grand Division at Rochester things looked gloomy for the Order, as we all know. Members were disheartened, and good material would not come in for lack of confidence; but at that meeting certain resolutions were adopted that put new life into the members and gave outsiders confidence, so that since that time our membership has increased to thirty, all of whom, with two exceptions, were never members of the Order; we also have two candidates for advancement, and two petitions, none of whom have ever been members; and besides, there are half a dozen other men, all good material, who will come in as soon as they are "old" enough.

There is one thing our members are too slow about, and that is the matter of insurance. I think every member having others dependent upon him should carry insurance, and the Order is the place to get it.

I hear occasionally of the operations of the B. of R. C. in Memphis and Birmingham. They have an organizer going through this country. I am told that he takes anything that comes along, without regard to character; I am reliably informed that it is a common thing for them to take a brakeman or a switchman into a box car, take his money, obligate him, and turn him loose a full fledged conductor, entitled to all the benefits of the Brotherhood. It is commonly known as the "Box Car Order," in this country, and there is no danger of that organization injuring the Order; as for my part, I would be very glad to see them absorb that element, as it would save us the trouble of rejecting them.

Several of the boys on the M. & C. have their membership in Lookout Division No. 175, and I understand they will all soon transfer to Division 248, which will be quite a lift for us.

Yours in P. F.,
J. D. PERRYMAN, S. & T.

The Woolly West.

WALTHAM, Mass., Feb. '91.

Editor Railway Conductor:

Having just returned from a visit to Kansas City, Mo., I would like to relate through your columns how I enjoyed my visit while in that famous city. The first acquaintance I made was Brother W. Welch, C. C. of Kaw Valley Division

No. 55; I accosted him in the usual salutatory manner, and he immediately grasped my hand, making me feel welcome, which feeling pervaded my entire sojourn of some four weeks, and made it a very pleasant one indeed. On several occasions I met other Brothers, who received me in the most courteous manner; and I would say, right here, that a majority of my eastern Brothers would do well to pay the West a visit, if for nothing else than to see how members of the O. R. C. out there conduct their business and extend the right hand of fellowship, one to the other. I will never regret, or forget my visit, and wish to tender my best regards and thanks to the many Brothers whom I had the pleasure of meeting during my stay in the West. While I was there the matter of federation with locomotive engineers was the topic of the day. I found the engineers to be a genial and loyal band of brothers, and hope the day is not far distant when the B. of L. E. and the O. R. C. are united as one.

Yours in P. F.,

V. B., Division 157.

Federation Discussed.

COLUMBUS, O., Jan. 31, 1891.

Editor Railway Conductor:

While I am delayed here on a lonesome sidetrack, on account of a wreck, I thought I would write a few lines for THE CONDUCTOR on the subject of federation. I am not altogether in favor of system federation, but have not many objections to offer against it.

First. It will not protect employes on small systems where but a few miles of road are controlled and but few trains run, for but few men will be employed. If employes on such systems as these have grievances and the company does not see fit to adjust same, what could be accomplished by ordering a strike? Especially at the present time while our country is so full of the floating (or stake) element of railroad men who do not belong to any labor organizations, some because they never remain with any one company long enough to become eligible, others on account of bad character and other reasons too numerous to mention. There are enough of these men in almost any railroad center to man any of the smaller systems; and to call them "scabs" will not keep them from taking your place, nor will it keep you and your family in the necessities of life. What we must do is to protect ourselves against such people.

Second. The companies will run their freights over parallel lines and thereby continue the strike much longer than they would, or even could do under a general federation of the employes; and

it makes the employés of a system who are out feel a little like saying "scabs" to the employés on other systems which receive the business that should be theirs by right.

If system federation is adopted, we certainly must make some provision that will overcome these defects. For my part, I would rather see a complete federation with all railway organizations, that is, all men who are concerned in the making up and movement of trains, including telegraph operators and train dispatchers. With such a federation as this, railroad strikes would be a thing of the past. But certain restrictions will have to be put upon each class of employés in the matter of compensation contended for, not allowing them to go higher than a certain per cent. of the highest wages paid to any class; to illustrate, suppose the engineers get four dollars per 100 miles; then the conductors shall have eighty per cent. of the engineers' wages, and so on down the line of employés, allowing no class to go beyond their certified per centage. In doing this we would protect the railroad companies as well as ourselves, for while we would see that all were paid reasonable and just wages, we would also, on the other hand, keep employés from gaining or compelling companies to pay more than a reasonable compensation for services rendered.

I consider this the most important question now before the Order and would like to see more of the Brothers discussing it, as the time for our annual convention is drawing near and I think each division should have its delegates instructed as to what shall be done in the matter.

Hoping to hear from others, I remain,

Yours in P. F.,

A. H. CLARK.

Carver Division No. 28.

ATCHISON, KAN.

Editor Railway Conductor:

On November 20 I wrote you a letter to be published in *THE CONDUCTOR*, which I was glad to notice was in the issue of December 1st, in regard to non-attendance.

I did not know at the time, that to use the words "attend your lodge" was of an ancient origin, but I find that the ancient institution of Masonry is troubled with non-attendance as witness the following from a Masonic publication:

"The admonition is not of modern origin. Away back in the anterior ages when Masonry was in its infancy, Solomon admonished his peers to attend their lodge; why should we, then, be barred the privilege of reminding the brethren of a duty so woefully neglected. We apprehend, however, that now, as the heated term is over,

and the pleasure seekers have returned and are daily returning from "sea shore," "sanitariums," and "cure alls," our lodge meets will again be attended with their wanton custom, that after all our advice will fall by the wayside, we will venture a lesson on the subject and promise not to wear it threadbare.

Promptness and punctuality are characteristics found in every good member. To be punctual at each meeting and prompt in the discharge of the duties imposed are two things greatly to be admired.

Why should we attend lodge regularly?

Because it satisfies duty, because it is there we learn the sublime lessons of our order, which can be learned nowhere else.

What does our presence signify?

It signifies that we have an interest in the affairs of the lodge and the order, and an earnest desire to assist and co-operate in the diffusion of the principles of the order. Failing in being present, many of the beauties of our sublime workings will be hidden forever from our sight and knowledge.

Failing to be present, we remain unknown and unappreciated. In the hour of direst need we are forgotten because we were unknown. Even in the event of death we should not be missed, because by our failure to be present, we were unknown. How can we expect a prompt response to our distress call when we are not known by the brethren. Under such circumstances we cannot expect to reap the benign benefits of the order.

Failing to perform our duty in regard to lodge attendance, we are not in possession of the needed helps to exemplify the cardinal principles of our order. We should esteem it a high privilege rather than an irksome task to attend lodge. Our interest is there to that extent as we have availed ourselves in participating in the order's benefits. We should therefore give it our presence, there is no one more capable to attend to our own business interests than we are ourselves.

It is my presence and your presence, my kindly advice and yours, and the potent influences of harmony in our united efforts, that gives strength and stability to our institution. Give this matter due thought, and we are sure your conclusions will be wholesome and for the good of the order."

Well, I guess I have said enough about non-attendance and will drift a little from it. To start with, one of our worthy Brothers, W. P. Utley, was married on the 16th of December, to one of Parnell's fairest daughters, Miss Maggie Howthum. No cards. But we all wish Bill a long life and a merry one. Can't say whether he will move to Parnell or not, as it is a little out of the callers limits, I don't think he will. Div. 28 gave their first grand ball New Years Eve and it was a grand success. I would like to write a few items about the ball, but I fear it would result in physical injury to some one and will refrain, and as this is my last letter for the year and probably forever, I close by wishing you all a merry Christmas and a happy New Year.

Yours in P. F.,

DANNIE MOULDON.

A Visitation.

CEDAR RAPIDS, IOWA.

Editor Railway Conductor.

I am a careful reader of THE CONDUCTOR and I find something in it about this and that division, but I seldom see anything about Valley City Division No. 58. Why is it? Because no member in No. 58 takes interest enough in the division to write for the magazine.

I think Valley City Division No. 58 has improved at least fifty per cent. within the past few weeks. In the first place the bank account has grown at least \$150.00 since January 1st, and there has been an unusually large attendance.

February 15th while busily engaged, we were startled by an unusual alarm. The O. S. reported the anti-room full of ladies.

A committee of two was appointed to wait on the ladies and escort them into the hall. They were appropriately welcomed by the C. C., and the division resolved itself into a committee of the whole and placed themselves under the direction of the visitors. After shaking hands and introductions all around, it was noticed that four or five Brothers were missing and after a few moments had elapsed they came in puffing and blowing under the weight of baskets, which, on investigation proved to contain the finest kind of a lunch gotten up by the ladies especially for the occasion, and we were invited to take seats and keep quiet until the ladies could arrange the eatables which they did in as artistic a way as circumstances would permit, having to use altar, secretary's table and all the stands and desks in the room for dining tables. After all was ready we were escorted to seats around the various tables that were filled to overflowing with the best. And I need not say the evening was spent in a most enjoyable, sociable and pleasant way imaginable. There being about twenty of the Brothers at the meeting it made quite a congregation. There is talk of having a sociable in the hall some week night in the near future of which timely notice will be given so all can be present, and Brother Watson says he cannot play cinch, but can play Arkansaw Traveler, Old Zip Coon and Irish Washer Woman on his old fiddle and he will bring it along or will help to pay for as good a band as it, so they can have some dancing as well as cards.

And now let us go back to January 22d and inspect the first ball Valley City Division No. 58 ever gave. It was a success both socially and financially. The critics admit it was the finest affair of its kind that Cedar Rapids people had witnessed in years. We are encouraged to try again next year.

THEODORE.

The P. & W.

BENNETT, Pa., Feb. 9, 1891.

Editor Railway Conductor:

I have never seen any mention of the Pittsburg & Western in THE CONDUCTOR, and, with your permission, would like to take up space enough for a few words. The P. & W. is not a trunk line, but the B. & O., now in control, say they will make it one. Brother Baird started over the road Friday with some B. & O. officials in a day coach, private car "Youngstown" being under repairs. They will go over the main line and all branches. General Manager J. V. Patton is one of the party. Mr. Patton has only been with us a short time, but we find him and our superintendent, Mr. Wm. Truby, to be perfect gentlemen, well liked by all employes and the public in general. Previous to coming to the P. & W., Mr. Patton was superintendent of the Pittsburg Division of the B. & O.

Brother R. B. Cooley still holds down Willow Grove yard, as yard master. If you could see "Bob," as he is called, hustle to get train 32 out of the yard when the B. & O. draft comes over the river, you would know the right man was in the right place.

Brother E. C. Merrill holds the position of general yardmaster of the P. & W. They did well to select him for the position, as he is well thought of by all who come into contact with him.

Not wishing to take up too much space in THE CONDUCTOR, I will now pull on siding and await further orders.

Yours in P. F.,

J. C. H.

Wabash Division No. 260.

FORREST, Ill., Jan. 4th, 1891.

Editor Railway Conductor:

At election held Dec. 28th, 1890, the following officers were elected for the ensuing year; C. C., C. L. Corneau; A. C. C., W. H. Powley; S. & T., Henry Brennan; S. C., F. Vincent; J. C., H. Miller; I. S., J. W. Fay; O. S., T. H. Kilroy; Division Trustee (3 years), C. N. McCullough; Delegate, F. P. Finnegan; Alternate, C. N. McCullough.

HENRY BRENNAN, S. & T

Division 260.

Camden Division No. 170.

Camden Division 170 has elected the following officers for the year '91: C. C., J. G. Clark; A. C. C., Ed. Maxwell; S. & T., J. P. Ancker; S. C., Isaac D. Peak; J. C., Fillmore Lewis; I. S., Ed. Ryan; O. S., M. A. Stewart.

Listener's Gleanings.

PHILADELPHIA, Pa.

Editor Railway Conductor:

Having learned through the columns of THE CONDUCTOR that Listener has been appointed assistant to Brother Showalter, who is Division No. 162's regular correspondent to THE CONDUCTOR, I will attempt to help the Brother out, which no doubt would be better appreciated if given in assisting him to get his train out of the national hole at Communnipaw. We think Brothers Jones, Elder and H. O. Smith should wait on the management and make at least an effort to have a pusher stationed at this point, which, if done, would relieve the strain on the second commandment and in addition get a train out in less than four drafts. We would also advise the Brothers at the same time to drop the management a few hints on extra compensation for running light over the long branch and C. R. R. of N. J. Railroad.

Brother Armstrong is running trains from Hamburg, where he claims the tracks are built on shadows, and the officers refuse to furnish a yard master to take his numbers. If the Brother will but have patience a platform will be built to get numbers from and prevent him getting lost in a Jersey swamp.

Erickson Division No. 5, L. of O. R. C., gave a pleasant entertainment to its members and a select number of its male friends at the residence of Sister Moore. It was a grand success, but Listener does not understand why the ladies did not invite their husbands other than the four who were present. The Brothers are indignant at the seeming sight. I trust in future the Sisters will be more liberal with their invitations. Brothers McCauley, Heald, Horner and Nunemaker should not have a monopoly of a good thing.

Brother Reilly is running a peddle on the P. W. & B. Railroad, the result of purchasing a watch from Brother Black, who guaranteed it to run. I overheard Brother Reilly giving a Brother the good points of the watch which was something like this: "Yes, the watch run (the road) at least seven fast trains were tied up in the seven hours consumed in making my last trip. The train master says if he had one more watch on the road like mine the road would go into bankruptcy. Yes, the white watch is very popular on the P. W. & B."

Brother Carman should be governed by the green when speaking of his fellow employes, especially when speaking to ladies.

Brother Allen, poor man, does not have time to attend division meetings. I understand he is still in possession of the pass of 1888.

Brother Sheetz, with two exceptions, viz:

Brothers Miller and Walker can sell more benefit tickets than any brother in the division.

Brother Meekins is "stuck" on a sister division and I learn has gone up the state to raise recruits. The same Brother is not "stuck" on the Washington runs.

We trust Brother Manahan will not absent himself from the division, but like a true Brother, try again next year.

Brother Walker has not doubled Iron Hill for six days last month. We trust no Brother will ask him if it was the result of hauling light trains.

West Philadelphia Division No. 162 is, from present indications, destined in the near future to be the banner division of the Order. It is now initiating from two to five candidates at each meeting.

We understand that mothers who are members of Erickson Division No. 5, L. of O. R. C., will not permit their marriageable daughters to keep company with conductors other than those who are members of the O. R. C.

Division No. 162 does not propose to hide its advancement under a bushel. It is a noticeable fact that our eastern Brothers do not give to the CONDUCTOR that which is given to the press.

We note in a recent issue of a Fitchburg paper an account of a grand ball given under the auspices of E. A. Smith, Division No. 146. In the city of Fitchburg, in a copy of the same paper, we find a pencil notation, crediting Brother Smith with being a favorite with the ladies. Where was Brother Gardiner of the same division at this time? We note the popular superintendent of the Fitchburg Railroad with his amiable wife and daughter was also present, and as usual, made a most favorable impression upon the many strangers who had the pleasure of making their acquaintance, but pardon for getting so far away from home.

Brother John Gibson has been promoted to wielding the punch on the P. W. & B. Brother Geo. A. Reilly, on the same railroad, was in a passenger wreck some time since and came out with a set of discolored eyes. He is still running his train, but the management has found it necessary to furnish him assistance to collect tickets owing to the time necessarily consumed replying to the questions of his passengers: "Who blacked your eyes?"

Brother Peterman has not withdrawn from the Order. He made his presence known in the division at the recent meeting by holding a caucus at the lower end of the hall. Brother Hughes was not in it, therefore Brother C. C. Maxwell allowed it to proceed. Brother Post was also present, but was excused while he ate a lunch in the dressing-room. This Brother is noticeable for re-

maining in his seat during the session of the division. Brother Lewis, who has been sick for some time past, was in his accustomed chair at the secretary's desk apparently well pleased as the possessor of a beautiful hand-grip presented by the division for use in his coming vacation, which he will soon take through the woolly west. The western Brothers will recognize a No. 162's secretary by the size of his heart and grip. All Brothers of Division No. 162 can be identified by the same token.

Erickson Division No. 5, L. A. of O. R. C. gave a musical and dramatic basket entertainment at hall No. 4030, Lancaster avenue, on Tuesday evening, Feb. 24th. The members and their lady friends each presented a small basket stuffed with all the delicacies of the season, (including onions) which, after the entertainment, was sold to the highest bidder. The proceeds will be used by the ladies to pay off the mortgage on their hall. The members of Division No. 162 were, as usual, most prominent. C. C. Maxwell accepted the position as stage manager; Brother White, who we note carries his silver in a right foot hose, acted as auctioneer; Brother Hughes watched by Sister Moore and Nunemaker filled the responsible position of cashier; Brothers Jones, Reilly, Nunemaker, Post, Arnold and Stackhouse acted as cash boys, delivering the packages to the purchasers and collecting cash for the same. The result of the sales was a financial success. The evening's entertainment will long be remembered by the ladies and their friends.

We learn that a minority of the lady members of Erickson Division No. 5 have taken action on the case (before reported) of Brother Bingham, the result of which has just been made public. The said body has decided that Brother Bingham shall not be permitted to serve on any committee composed of any of the following Brothers: McCauley, Showalter, Maxwell, Post or Jones. Bro. Bingham will throw himself upon the mercy of the said body and appeal to her to reconsider the decision, and if possible to set it aside. We think he has a possible chance of success, providing Brother Hughes will intercede in his behalf. Continued in our next.

LISTENER.

Newton Division No. 11.

Editor Railway Conductor:

Newton Division No. 11, at a regular meeting Dec. 7th, held an election of officers. We had a large house and all went off pleasantly. At our meeting Dec. 22d the officers were installed by J. Weeks, past Chief, with Brother Finn cane as Marshal, the following officers were installed and took their stations:

C. C., G. W. Thornburg; A. C. C., R. J. Parker; S. C., H. C. Wilcox; J. C., J. A. Baxter; S. & T., Chas. H. Branch; I. S., J. D. Miner; O. S., C. W. Rankin. The ceremony being performed in an appropriate and impressive manner. Bro. Weeks being the well-known and popular traveling conductor of the A. T. & S. F., knowing our officers well and being a good judge of what it takes to make a No. 1 conductor, he started No. 11 out on the road for '91 with the crew now in charge, knowing full well all registers will be checked, all orders read correct and No. 11 arrive in perfect safety.

Newton being a division on the A. T. & S. F. road is a good point for us. We find all the work we can possibly do in a division room at our regular meetings: for example, we had a called meeting at 10 a. m., Dec. 7th, and closed at 10 p. m., and we have from three to five new members every meeting since last Grand Division. It is a surprise to see the change.

Brother E. A. Beatty was elected delegate to the next Grand Division, with Brother H. C. Wilcox, alternate. We hope to have them loaded in good style and posted on all matters pertaining to the good of the Order. L. Biglow, trustee for next three years, with former trustees, Brothers Al Glazier and Parker; we hope with these three old veterans of the punch to find our division carried through safe.

We learn that division No. 245 is to be moved to Arkansas City, Kansas, and this will help us out on south division of the S. F. system, as we have plenty of good material waiting there to come into the Order.

We are doing some good work for the benefit department, and several applicants during the past two months is the result.

Brother G. F. Hawks, trainmaster at Wellington for Pan Handle division of our road, is one of our old Newton boys and pulled the reins so as to make quite a different record on that division in the shape of transportation and saving to the company during the past year.

We have had some official changes the past few months. Our genial wholesouled and popular superintendent, H. R. Nickerson, going to Chicago division as general superintendent of C. S. F. & C. A. Turner transferred from Wellington as superintendent of middle division, succeeding Mr. Nickerson, and J. H. Parsons taking southern division with office at Wichita. We hope all changes are for the best and that the harmony of the past will continue. Mr. C. B. Strahm is our trainmaster at Arkansas City and is pleasant and courteous to all the men.

Business is a little light, as the stock is nearly all out of the Cherokee strip.

The Joint Legislative Board of Railroad Employés met in Topeka in B. of L. E. hall Feb. 2, 1891, for the purpose of protecting railway employés. Representatives from the following organizations were present: O. R. C.; B. of L. E.; B. of L. F.; B. R. C.; B. R. T.; O. R. T.; S. M. A. A.; T. D. A. of A. Doors open to all railroad organizations. We prepared our bills and presented them to the different committees from the house and senate. One bill to do away with the hospital funds, one to suppress blacklisting, one to do away with duplex, one to abolish Pinkerton Detective Force in the state of Kansas, no one to serve on any force unless a citizen of the state; a bill to protect engineers, conductors and operators; no engineer should have charge of an engine unless he had fired a locomotive engine for three years; no conductor should have charge of a train until he had served two years as brakeman in freight train service; no operator under 18 years of age should have charge of a telegraph office and without one year's previous experience as operator.

We find, on presenting our bills, the Alliance and Knights of Labor combined to defeat all of our measures, if possible; kept putting us off from time to time, saying they could not get a quorum together to do committee work, and when we cornered them our poor laboring man, Alliance, Knights of Labor combination, plainly told us they would give us no show in the House of Representatives unless we joined in with them as Knights of Labor.

While running for those offices, it was all the cry, we will help all the laboring men in the state. Yet in all their legislation all bills presented were to crush out the capitalists and railroad employés, as they did in Iowa a few years ago. The Alliance, Knights of Labor combination even went so far as to say that in case of a strike they would furnish five men for every striker in the country and thus crush us out. You will plainly see, my Brothers, how we stand in the state of Kansas; be guarded in all your moves; see that no Alliance or Knights of Labor ever has another office in this glorious state. I have given you only a few points in regard to the workings of this Alliance combination.

Now, if any organization in the country wishes further information on this subject, they can get it by asking any one of the committee or through THE CONDUCTOR.

These Alliance legislators came to Topeka to do all against a laboring man possible, and to crush out capital.

You are all aware if we had no capital in the state of Kansas that we would not be living here. So capital and labor is necessary for the further interests of the state; the sooner we could close

the gap between capital and labor the better for us, and we, in the different organizations of this state or United States, must see that no legislation is done to injure us or our organizations.

Hoping you will give this space,

I remain yours in P. F.,

L.

McKees Rock Division No. 201.

CHARTIERS, Pa., Feb. 16, 1891.

Editor Railway Conductor:

It has been some time since you have heard from the O. R. C. route to the coke region, and this time I have the pleasure of telling you that our grievance, which has been in the hands of the joint committee of the B. of R. T. and O. R. C., was settled on last Tuesday, Feb. 10th. By the terms of the settlement, our passenger conductors get an increase of 40 cents per day, passenger brakemen and baggagemen 10 cents, gravel train conductors 15 cents, brakemen 5 cents, conductors of wreck trains 15 cents, brakemen 5 cents; through freight conductors and brakemen, no increase; over-time on regular day run, 5 cents for conductors and 2 cents for brakemen, which makes it 30 cents and 20 cents per hour, respectively. Overtime to commence ten hours after being called. All yard engines on the road from New Haven to Youngstown to receive Pittsburg pay. Members on the South Division (better known as the South Yard) are having a little snap at present on account of the coal and coke men engaging in a game of strike. Now, this yard I speak of is the largest yard I know of in or around Pittsburg; it is 64 miles long, and it would be almost impossible to count the tracks and spurs in the yard, and the coal chutes and coke ovens are out of the question. Brothers, let us hope that the day will come when the officials on the P. L. E. R. R. will take these Brothers by the hand and tell them that their pay will stand as high as any in the land, as long as they must have the patience to harken to the command of everyone as they pass along that awful land called tipples, where the old song called "Two in and One Back," is sung the whole day long.

Well, Brothers, you asked about the main line. We have double tracks on this line, and our freight division is 62 miles long, a day each way; and when we get hold of a train of stock, everything is put into "the hole" and we get there; it gives the Brothers from the South Yard much pleasure to come and take a ride with us; there Brother C. Linney and Brother S. C. Haskins, who run P. G. freight North and fast F. L. S. stock from state line, and you can bet they get there.

A word for McKees Rocks Division; it is doing

splendidly, taking in new members at every meeting. There are but few conductors on our road who do not belong to the O. R. C., and let us hope that they may all join this great army, then let us march the army to the front in May next, and say: 'Federation, you must win to-day.' I hope I shall have the pleasure of sending this good news home from the grand division; and after all the orders get federated I do not care whether the engineers are taken in or not; what I wish for is the day when a conductor and brakeman can shake hands and say, 'Well, we will not have any more railroad strikes.' And there is someone else who will thank our G. C. C., and that is your dear wife, who was compelled to part with her best dress, and go and stay with strangers while you were out on a strike through sympathy for someone else. She, too, will say, 'Joe, we will never have any more of those dreadful strikes. And your engineer will not go to the president of your road and offer to run his train without a conductor, as they have done and are now doing on the L. V. R. R. Brothers, come to St. Louis next May and settle this important question, and then we will be led by the heads of our Order, and there are no smarter in the land. And when the question of federation comes up before that body, it can be relied upon that every inch of the ground will be carefully weighed before any decisive action is taken.

One word more, Brothers, before I close, and that is, I forget to give you the names of our committee on grievances, to-wit: Bro. G. W. Fleming, Supervisor of Trains; Bro. J. McDermott, Passenger Conductor; Bro. S. C. Haskins; Mr. U. H. Fuller, B. of R. T.; Mr. J. Talbott, B. of R. T.; Mr. N. McDermott, B. of R. T.

Yours truly in P. F.,

J. W. WRIGHT.

Lone Star Division No. 50.

DENISON, Texas, Feb. 26, 1891.

Editor Railway Conductor:

The inquiry is frequently made, where and what has become of the correspondent of THE CONDUCTOR from 53, who was appointed at the recent election of officers of this division? Bro. Reiman is a fluent writer, but seems to be more engaged in selling real estate with Brother McNeilan at Aransas Harbor than writing items from the Gate City.

Division No. 53 is in a flourishing and thrifty condition, both in point of attendance and financially, all of which can be attributed to our accommodating conductor of the Hill run, who by the way, makes one of the best Chief Conductors to be found in the south-west. No such thing

here as no quorum, but twenty to sixty is the average attendance at our meetings, which are held four times a month. What division can say as much?

The M. K. & T. road is being ballasted and put in first-class condition its entire length, and the coming summer will close by seeing this property one of the best in the south-west.

Our officers from J. J. Frey down to our train master, D. Sullivan, are strict disciplinarians, but any employe, however humble the position, can be assured of a hearing and just decision. The Brothers on Denison Section are fortunate to have such men as Brother L. W. Welsh for superintendent and D. S. for train master.

The boys have not been making very good time since 'the holidays, but the stock season is at hand earlier than former years, and with new cars all equipped with air brakes, stock trains are making the time between Denison and Muskogee, a distance of 158 miles in four to eight hours.

Very few changes are made with the freight conductors except promotions to passenger trains; among the later are Brothers Scales and Salisbury, who are ordered to procure suits with brass buttons. This promotes Brother Shand from brakeman.

Brothers Dolan, Curry and Madigan are the local conductors and stand next for passenger runs north of Denison. Freeman, Nary and Cox south of Denison. Through conductors: Smith, Grant, Bledso, Miller the dude, Tygard and several others.

Our ball was a great success in every respect with the exception I am sorry to say, financially did not come up to the expectations of the Senator, who contributed both time and money to have an enjoyable time.

Brother Dave Luck has been confined to his bed several months with abscess of the stomach, and for a time fatal results were feared, but under treatment of Dr. Atheson, has improved slightly.

GATE CITY.

Mason City Division No. 22.

SANBORN, Ia., Feb. 3d, 1891.

Editor Railway Conductor:

At the regular meeting of Mason City Division No. 22, held December 14th, 1890, the following officers were elected for 1891: C. C., G. N. McCullow; A. C. C., C. E. Foot; S. & T., A. W. Solon; S. C., W. L. Vassar; J. C., E. C. Brainard; I. S., F. S. Scott; O. S., M. M. Burns; Delegate, G. N. McCullow; Alternate, M. M. Burns.

A. W. SOLON, S. & T.

A Reply to "Kicker."

GRAFTON, W. Va., Feb. 28, 1891.

Editor Railway Conductor:

I see a communication in my CONDUCTOR for February signed by "Kicker," and asking a reply to his. I am delighted to read his article and smile especially in his remark when the Order was not organized as a labor organization, but a social and friendly one—how I laugh. What kind of conductors have we in this country when we have to organize them into a body as large as the O. R. C. to have a nice time? And why do we spend so much money every year to keep a lot of grand officers for our pleasure, when a few of us could get together and have a noble time and not have all this money laid out this way? I think the conductors of this country could do without this kind of sociability as I consider it a rather expensive luxury. If we do not expect to gain anything in the way of benefits in our labor by being organized as a body, let us quit. For my part I shall have done. This brings to my mind the question, what is it you can have if you can name it? If the O. R. C. is not a labor organization, why was there so much trouble over the strike question? I am in the same boat with Brother K, if the O. R. C. is to be a funeral, I am a willing corpse, and shall stay by the good old ship. I think I have been a member nearly as long as Brother K. I have a certificate since February 1873, and if the O. R. C. is not a labor organization it is time we were falling into line and come to the front for the benefit of our conductors, instead of doing as some conductors have done, simply because they were O. R. C. members, fall into line to assist the railroad company, where it was detrimental to other employes, and where superintendents have told men that were O. R. C. men, and could not help it, that they were in duty bound to support the company they worked for. Now, I think the time is past for this old foggy business, and it is time to drop on ourselves and look out for the conductors.

My good Brother spoke of federation. I say the best federation is federate in general, no system federation for me. I want to see the whole shooting match in it, engineers, firemen and brakemen, then we will have something to say. What is system federation? Why did my good Brother ever know of the employes of any road, having any grievances, but what they tried to have it adjusted by their own employes before the grand officers were called upon? And not then until they had been refused an audience, and in several cases the officers would not talk to a committee of their employes; then other parties had to be called on. How would system federation

work in this case? What would we need with grand officers if we could not call them to help us? Why should we pay a G. C. C. \$5,000 a year to sit in his office and say I am not in it, you have a system federation? Then where should we look for assistance? What would keep other men from taking places vacated for a purpose of gaining justice? I say it again, if we want to succeed let us have general federation or none. My good Brother reminds me of a friend of mine who was a good O. R. C. member, and is also a member of the B. R. C. who said to me, why, the O. R. C. never held up for their members, so he joined the B. R. C. My question to him was, if you did not stand by your Brothers in the O. R. C. I do not think you will stand by them in the B. R. C., you only add one to the number, and are not much benefit to it, and think you always wait for someone to do the kicking and you derive the benefit, and if the Brother who kicks gets into trouble you may receive a promotion. It is just as a conductor once said to me, why do you want to serve on that committee, they want some grievance on freight fixed up, and it does not concern you? My reply was, I am with the conductors, and what is their benefit may some day be mine.

Well, Brother Editor, I hope I have not tired you nor offended any Brother, more especially Brother Kicker. If this is worthy of space please insert, if not, lay it away. I close

LAUGHING.

"Two Strikes'" Opinions.

Feb. 22, 1891.

Editor Railway Conductor:

Since reading J. T. Mullen's criticism of my effort on federation, I would like to say a few words to the good Brother, then I am done with the matter for good. I think the columns of THE CONDUCTOR a poor place for one Brother to roast another as he did me. In the first place Brother Mullen has the advantage of some of us, as he is situated so he can hear the circulars read in the division room, while there are Brothers so situated that they cannot attend meetings without losing two or three days that are as good Order men at heart as Brother Mullen. As I understand it we all have a right to give our opinions in regard to federation or any other matter through THE CONDUCTOR, and if the editor thinks it is not fit for publication let him consign it to the waste basket, but because I happen to be situated so I can learn more of what is happening than some other Brother I do not think it gives me any right to attack him through THE CONDUCTOR. Brother Mullen, if you would come out west you would find some more conductors imbued with the same

"Two Strikes" opinions. You will not have to look in the "Bad Lands" for them either. Bro. Mullen, I congratulate you on being employed by such a kind and considerate set of officers where you have spent the best years of your life. Should you ever wish to emigrate west in search of employment try a certain road that runs from the Missouri river to Denver and tell the officials you are an O. R. C. man and see what your answer will be, then if it don't put "road agent" thoughts in you I miss my guess.

As to "airing my ignorance" I will try not to do so any more if it is so offensive, but will leave it to the Brothers to decide whose article is the most manly; mine in which I gave my opinion of a matter, or yours in which you produce no argument but content yourself with personal remarks and innuendoes against me. My only excuse for being so ignorant is that I probably did not have the advantages of obtaining learning when young that others have had, and I was probably braking or running a train when some others were getting their learning (?) in school. Now, Brother Mullen, I am done, and I have tried to say what I thought without making any personal remarks or throwing any mud at you and I would advise you if you can't write anything for THE CONDUCTOR without skinning some poor ignorant Brother don't write at all, as it looks awful, especially to outsiders that read our excellent little publication. Hoping you may also gain your reward in the next world where the "switchmen" cease from troubling.

I remain your Brother in P. F.,

"S."

Toledo Division No. 26.

TOLEDO, Jan. 20, 1891.

Editor Railway Conductor:

Once more the hand of time has past around the dial registering another year.

The past how soon forgotten, and our trials, troubles and tribulations of but yesterday soon obliterated from our memory.

None among us can predict what the present year may bring forth, whether it be for weal or woe, let us hope for the best.

Again Toledo Division No. 26 has elected and installed their officers, and with self praise we think we stand forth a bright shining light not to be dimmed by any

Our officers elect are of the very best material. We feel proud of them and the interest manifested in carrying on the good work before them. For honor, integrity and brotherly love with the best wishes of the whole Order at heart, and a firm interest on their part to carry out the duties assigned them they have no equal. Div. No. 26 may well be proud of their choice.

Below I give the names of the officers elect:

C. C., N. B. Danenburg; A. C. C., F. J. Stout; S. C., D. E. Myres; J. C., Frank Zeiser; I. S., A. H. Pearson; O. S., Peter Deihl; for Delegate to Grand Division, St. Louis, N. B. Danenburg; F. J. Stout Alternate; one member of Division Committee, M. J. Bork.

Our election took place Sunday, Dec. 28th, and January 11th we installed our officers.

The ladies of Auxiliary (Banner Div. No. 6 if you please), were invited to attend during the installation ceremony. They took this occasion to give the members of Division No. 26 a grand surprise by presenting them with a beautiful altar cloth. The surprise was complete, and the cloth was a handsome design of black broad-cloth, one yard and a half square, lined with lemon-colored silk. It was hand-made, embroidered around out edge, with heavy scroll work of silk in all colors of the rainbow in the corners. On one side in heavy gold cord was the clasped hands; opposite of this was Division No. 26; on the other sides was the letters P. F. It is the finest altar cloth I have ever seen and the workmanship and design is most beautiful made by the many Sisters of Toledo. Our conductors and Brothers are very proud of it and cannot find words to express their appreciation of this gift. Mrs. Moore, their worthy president, made the presentation in a neat concise little speech which was not heard by ye scribe until half through on account of laboring under the embarrassment of the occasion. The Chief Conductor took it upon himself to fly the roost and if the floor had opened up and took in one other I could name I should have been happy for the time being. Quiet and tranquility was restored in a short time and the ceremony of installing officers presided.

Brother M. A. Loop, P. C. C., acting as installing officer; Brother John Devening of Cincinnati as Marshal. Brother Danenburg, with a few remarks, declared the division at ease and a hearty hand-shaking ensued, the ladies declaring a victory in the manner in which they kept their secret.

M. A. L.

Division No. 186.

BIRMINGHAM, Ala.

Editor Railway Conductor:

If you can allow me a little space in your valuable journal, would like to answer a very absurd statement made in the *Railway Service Gazette* of January 1st, page 6, entitled "Magic City Division." The first clause is only partially correct. The B. R. C. have organized a division, but to say they are on a boom is an error. The author of the article seems to have unbounded confidence to state they will have one hundred strong within

ninety days. If such is the case they will have to keep a sharp eye on the mt box cars so that no one gets out without first signing an application to the B. R. C. He also has a very large streak of egotism mixed up in his anatomy, to state they will call a special meeting to initiate the officers of the Order, as the officers and members of Division 186 are loyal members of the Order.

In regard to some of the Brothers getting roaring full, I am pleased to see Mr. Wade was honest enough to admit the said joke was without foundation. I would be very sorry to know of any Brother so far forgetting his manhood and the principles inculcated by our Order. As for giving the snap away, I must say I was with the C. C. and was not aware any snap existed, other than was generated in the fertile mind of the correspondent of the B. R. C.

Division 186 is growing very rapidly, having made a net gain of 46 good and true members since May 1st, '90, giving us a grand total of 125. Brothers, each and everyone of them, ready to extend the hand of welcome to all Brothers that seek us.

We meet every Sunday to lessen press of business and will guarantee to any visiting Brother who may be a sojourner in our midst, a hearty welcome should he drop in on us. Will also vouch for every member as being a gentleman whom it will do you good to meet. Brothers, do not let empty words and promises that never can be redeemed, lead you from the path of duty to yourselves and those loved ones at home, but stick to the good old ship O. R. C., that has carried you by so many hidden reefs, and she will eventually land you in a good safe harbor.

Yours in P. F.,

CHASE.

Macon Division No. 123.

MACON, Ga., Feb. 2, 1891.

Editor Railway Conductor:

The following resolution was adopted by Macon Division No. 132, on February 1, '91, and ordered published in THE CONDUCTOR:

WHEREAS, Mrs. Alice Frink, the wife of our esteemed Brother, J. S. Frink, has in much kindness and good will, presented to this division a set of flags for the use of our altar; be it therefore

Resolved, That Macon Division No. 123, hereby return our sincere thanks for the same, and assure the donor of our high appreciation of her gift.

Committee,

L. C. YOUNG,

W. F. HOLT,

W. C. FLOYD.

D. E. YOUNG, Sec.

Claud Champion Division No. 227.

LINCOLN, Neb., Feb. 3, 1891.

Editor Railway Conductor:

At our annual election held in A. O. U. W. hall, 1116 O street, Lincoln, Neb., Claud Champion Division No. 227 distinguished itself by filling the chairs with the following genial gentlemen:

C. C., J. T. Wiseman; A. C. C., A. L. Snook; S. & T., O. S. Ward; S. C., J. B. Harding; J. C., C. Byron; I. S., A. K. Day; O. S., W. P. Baird; Delegate to Grand Division, A. K. Day; Alternate, T. J. Lyon.

We are proud of the results of our efforts for the year 1890, considering that there were a few obstacles in our way that impeded our progress to a slight degree from attaining the point at which we aimed. We bespeak for Div. No. 227 success and prosperity for 1891, and not a surrender of the charter by a — jug full.

Regular meetings first and third Sundays at 3 p. m. A cordial invitation and a hearty welcome to all Brothers.

Yours in P. F.,

JUNO.

An O. R. C. Ball.

The second Annual Ball of Harvey Division No. 95, Order of Railway Conductors, which took place in this city last night, was just what we predicted it would be, the finest party of the season.

The hall was beautifully decorated and three headlights, one in each of the two corners opposite the stage and the other in the centre of the stage, cast a subdued light of red, green and white, over the assembly, which had a very pleasant effect, and lanterns with the same colored lights, alternate, hung in the windows. A large banner "Welcomed" the guests of the division as they entered the hall, over which hung the charter of the Order, while their motto "Fidelity, Justice and Charity in Perpetual Friendship," adorned one end of the hall and at the other end was a banner on which was inscribed, "In Case of Doubt Take the Safe Course."

The entire scene was one of beauty. Lovely women and brave men gave the one thing needful to the picture: life and animation; and while the number in attendance was not so large as at their first ball, it was all the more pleasant for those present. It is estimated that there were at least 250 people present.

The program consisted of twenty-four numbers, and was divided equally, with supper at the B. & M. Eating House between the two, and the music by Reizenstine's Orchestra, consisting of six pieces, was all that could be desired.

The following visitors and their ladies were among those present; Messrs. Babcock, Smith and Hole of Arapahoe; Cardwell, of Hastings; Allen, of Omaha; Hatfield, of Decatur, Illinois; Barnes, of Indianola; Holliday, of Red Cloud; Mrs. S. R. Pope, of Wymore and Misses May Keller and Leta Harlocker, of Hastings.

The different committees are deserving of great credit for their efforts to make this the finest party yet given.

The committee on arrangements, consisting of McKenna, Kendlen, Bronson, Pope, Kane, Stuby, Munday, and the floor managers: Bronson, Stuby, Burnett, Moore and Munday are deserving of especial mention for the artistic manner in which the hall was decorated, and the pleasant time enjoyed by those present. The party was under the management of Frank Kendlen, who acquitted himself in that capacity with credit to himself and the division, for to his exertions the success of the affair is mainly due.

Hollingsworth Division No. 100.

COLUMBUS, Ohio.

Editor Railway Conductor:

We held our election of officers December 14th and our installation December 28th. We elected for the ensuing year as follows:

J. J. Mangan, C. C.; J. W. Brown, A. C. C.; D. Clifford, S. and T.; M. Wild, S. C.; A. H. Clark, J. C.; M. F. Quinlan, I. S.; T. E. Welsh, O. S.; Ed Morrell, Delegate; G. Fox, Alternate.

We owe our gratitude to our retiring officers for the way they have handled the division in the past year, and do sincerely hope, that those who have been elected to fill their places may be able to give as good satisfaction to the entire division as those retiring have done.

Our installing officers were Past C. C., C. B. Segar, who always makes things pretty solemn on such occasions, and Brother H. P. Feters, acting as Marshall, who acted his part well. We did not gain much in membership the last year, but the petitions are coming in from all roads and the present lookout is that we will have a very large gain this year. With brotherly love to all loyal O. R. C's, I remain,

Yours truly in P. F.,

A. H. CLARK, Cor. Sec.

West Farnham Division No. 80.

Editor Railway Conductor:

At our last regular meeting in December I was elected correspondent secretary and in order to let Div. No. 80 know how much I appreciate the honor they have bestowed upon me it will be necessary for me to bother you with a few of

my most intellectual thoughts, so here goes. In the first place I will inform you that we had our regular election of officers at this meeting and as our secretary has given you the names of the honored ones for the ensuing year I will acquaint you of some other things that transpired that were fully as pleasant to us as the election of officers. I expect that you are aware that during the session of the last Grand Division we had the misfortune to have our hall burn and everything that belonged to Div. No. 80 went with it, and that, together with the rupture that was caused by the striking out of the strike clause at the convention, made us all feel a little sick. But thanks to our secretary (who, by the way, is a man that don't give up when half way down), when as soon as he was apprised of the loss Div. No. 80 had sustained went immediately to work to beg some things from the Grand Division for a fresh start, and I am glad to say was very successful, so much so that we got another hall and began holding meetings soon after the return of our delegate, Secretary Moreau. We got along very well with what we had and on the day of election aforesaid we were all very much pleased by being presented with an altar cloth and three silk banners beautifully worked with silk and embroidered with gold lace with appropriate mottos on each. All of these were the work as well as gift of Sister Moreau, the wife of our worthy secretary, who, by the way, is just as good an O. R. C. woman as he is man, and a vote of thanks were declared, not only for the presents given the division, but also for the deep interest she has taken in the division and Order. I also wish to notice through the columns of THE CONDUCTOR another present which we received the same time. It was a beautiful large bible engraved on the outside with gilt letters the name of Division and place, also on the fly leaf the names of the donors, which were the wives of the members of the division. These tokens of friendship, together with new members that have been added to our division, gives us new courage and we feel confident that the new officers elected for the ensuing year will put new vim into the division.

I will now close by wishing you and all the O. R. C. a prosperous year.

Truly yours in P. F.,

THOS. C. GALE.

Thanks.

To the members of Bellevue Div. No. 134, Order of Railway Conductor, it is my desire to return to you all, as Brothers, my heartfelt thanks for the beautiful silver tea set which you so kindly presented to me on Dec. 25, 1890, as a token of

reward for my services to our division as secretary and treasurer. I will say, Brothers, I will have to acknowledge that it was a happy surprise to me, for I did not expect anything, as the interest I have and always shall take in our grand and noble Order is for the love I have for our Order and Brothers. The beautiful and useful present you have so liberally presented to me will always be cherished and retained in remembrance of Division No. 134, and I shall always remain yours in P. F.

L. C. BROWN, Sec'y. and Treas.,
Div. No. 134, O. R. C., Bellevue, O.

Cincinnati Division No. 107.

Editor Railway Conductor:

Sunday, Dec. 28, 1890, occurred the annual election of officers of Cincinnati Division No. 107. A very good attendance was had and a good meeting resulted. Officers of the ensuing year are:

John Devening, C. C.; J. E. McCarty, A. C. C.; Thos. Matlack, S. & T.; F. E. Matlack, S. C.; R. L. Smith, J. C.; J. Cook, I. S.; G. K. Wallace, O. S.; John Devening, Delegate to Grand Division; John Conley, Alternate Delegate to Grand Division.

The officers elect are Brothers who have the good of the Order at heart and always try to do what they can for the Order of Railway Conductors.

Hoping all will be able to attend all meetings I remain yours as ever in P. F.

F. E. M.

A Cloud in the West.

LOS ANGELES, Cal., Feb. 19, 1891.

Editor Railway Conductor:

While it is not generally known, yet it is nevertheless a fact, that all is not serene within the ranks of the Brotherhood of Railway Conductors. This is due to the passage of a law at the Second Annual Convention at Toledo, which permits sub-divisions to initiate into the Brotherhood, if the said sub-divisions see fit, any person the moment he becomes a conductor on a surface railway, whether having had any previous experience or not. The law is as follows:

ARTICLE III.

SECTION I. • No person shall become a member of the International Brotherhood of Railway Conductors except he is a white man, twenty-one years of age, of good moral character and temperate habits. He must be actually engaged as a conductor of a train on a surface railway; provided, that any person who has had one year's previous experience, as a conductor of a train on a surface railway, and whose principles are not in any way antagonistic to those of the International Brotherhood of Railway Conductors, shall

be eligible to membership. All proposals for membership shall be made to the division located on the division of the road where the applicant is employed.

As the subject is one worthy of the notice and attention of conductors generally, inasmuch as it involves the good of not only conductors, but that of the service, I have taken the liberty to address to your notice this communication.

I wish to say to you, Mr. Editor, *that not quite all of us* believe in such a policy, and that it is meeting with the earnest condemnation of many members; one division, I believe, passing resolutions totally ignoring the obnoxious law, and requiring eligibility to be the same as in the Order of Railway Conductors, *i. e.*, employed as a conductor and with a year's previous satisfactory experience. The first vigorous kick on this degenerative move of the Second Annual, came from Division No. 5, at Winslow, Ariz. Ter., and the commotion caused therefrom is fast attracting attention, and "*it is catching.*" It is to be hoped by the writer, and "others plenty," that these facts may come to the notice of every intelligent conductor and receive the condemnation they justly deserve.

I wish to say further, Mr. Editor, that as many of us in this vicinity are "ex-Order men," it was with many "feelings of satisfaction" that we learned of the action of the "Rochester Convention," and think we were pardonable if we indulged "not much you know, but, just a little." We entertain the best of fraternal feeling for our former brethren, and note with satisfaction the rapid strides the Order is making toward a Protective basis, favor a consolidation of the two Associations on such a basis, National Federation, and the standard of eligibility placed at such a point that unless a conductor is something more than a conductor "in name only," nothing could permit his admission, and nothing adorn him with a conductor's monogram. This, we think, can be did by a convention composed of a delegate thereto from each division of both organizations, said division to be actually in existence, the matter carefully discussed, then considered in each respective annual convention, an early joint annual or special convention held, and matters duly consummated. It will no doubt meet with opposition by radical members in each, but would it not be the best one, and united? Note the strenuous efforts in the past few weeks of corporations to combine. Why?

Conductors, our interests are the same. "Divided, we must fall; united, we shall stand." Let us consider this fact carefully, coolly and dispassionately, regardless of association, profit thereby and stop the ruin to each. As it now is, the conductors of this continent are blazing away

at each other promiscuously to the intense delight of railway officials. Everybody seems waiting for some one to "break the ice," and while we wait let us take off our coats and "all together now," and 'tis done.

Permit me to say in conclusion, that the continued abuse of members of the Order in the columns of our official organ receive no response here, and it is not the intention to support any corruption in the institution whatever, on the part of members or Grand Officers, and it is sincerely expected that somebody who "fathered" a foolish law in the Second Annual will change their tactics in the next, and the herewith attached be promptly eradicated.

You are at liberty to use this letter in your columns, and may the day hasten when the conductors of this country "are a unit."

Fraternally yours,

MEMBER OF B. OF R. C.

KNOXVILLE, Tenn., Feb 25, 1891.

Editor Railway Conductor:

I enclose to THE RAILWAY CONDUCTOR an article clipped from the *Louisville Courier-Journal* under date of Arkansas City, Kansas, Feb. 26, as follows:

"ARKANSAS CITY, Kas., Feb. 26.—A South-western convention of railway employes was held here to-day. About 700 delegates from Texas, Indian Territory, Kansas and Missouri, representing the Order of Railway Telegraphers, Brotherhood of Locomotive Firemen, Brotherhood of Locomotive Engineers, Brotherhood of Railway Conductors, Brotherhood of Railway Trainmen and the Switchmen's Mutual Aid Association were present. Committees delayed the business until late in the afternoon. George W. Howard, Grand Chief of the Order of Railway Conductors, presided.

The object of the meeting was to obtain an expression of sentiment by railway men of the Southwest on the question of a federation of the different railway men's organizations. A standing vote was had, and the vote was unanimous in the affirmative."

The readers of THE CONDUCTOR will notice that one Geo. W. Howard is referred to as Grand Chief Conductor of the Order of Railway Conductors. This is not the only instance that the writer remembers that the leader of a side show has been made to appear as a representative of the O. R. C. in newspaper reports and its frequent occurrence naturally suggest the idea that it is a very happy one, for his efforts to get into print is equal to that of his little side show. It may be well to make a correction.

Yours truly in P. F.,

L. S.

Kaw Valley Division No. 55.

PLEASANT HILL, Mo., Feb. 20, 1891.

Editor Railway Conductor:

As Division No. 55 does not show up to any great extent in the Journal, will drop you a few lines. We still think we are well up towards the front line among the divisions, although in a situation where our membership is much scattered, all roads running into Kansas City being represented among our members. Since the meeting of Grand Division last year the interest has been much greater among the Brothers here and our attendance is very good. We are getting, we think, the lions share of material here as new members, and have now six elected; two for third degree and six applicants in hands of committee. We closed yesterday at 3:30 o'clock to attend a union meeting of railway employes called to discuss the subject of national federation by the division of B. R. C. located here, and a very strong speech in favor was made by G. W. Howard, G. C. C. of that Order, also by Brother W. Welsh, our C. C., and several engineers. A vote was taken on the subject and was unanimously in favor of national federation.

Yours truly in P. F.,

J. ASHLEY, S. & T.

In Defense of Scott.

In a recent issue of a railway (?) publication we find an exception to their rule of publishing anonymous letters, by the production of one, either real or invented, which furnishes subject for a three column editorial. The exception to this rule is obvious, as it relates directly to the O. R. C. in the Chicago & Erie strike. This editorial should be received with the same contempt as have all others written by him, but in view of the injustice which it does Dispatcher Scott, it is well to show that it is the result of an overflow of feudal feeling against the O. R. C. and an illiterate mind. Let us assume the hypothesis that this editor was conversant with the rules and customs governing train dispatching and was capable of judging the enormity of Dispatcher Scott's error. Would he have thought of airing his ignorance in the same language used in his editorial? Well, no.

His hobby, "protection," admits of as many diversities as the tariff. In this instance he states that the brightest and noblest principle in the platform of the organization which he champions means exactly the reverse of all that was implied in the O. R. C. strike on the C. & E.

On the other hand, "protection" went to Cleve-

land in the interest of one of her followers, and there demanded of the Lake Shore officials, reinforcement for one far more incompetent than was ever Dispatcher Scott. This one, a conductor, if allowed to run his train, in a hundred instances would indeed have caused the scenes of horror so graphically depicted by the writer of that editorial. By no possibility could the so-called "lap order" given by Scott have resulted fatally. It was rectified immediately. But in the instance of "Protection's" son it was not rectified immediately; he slept of his load of squirrel whiskey and went home forgetting a duty for which he was discharged.

Now, the writer of that editorial assumes that this is true Protection. He lacked even the spirit of impartiality which he might have shown by stating what was demanded and what settlement was made in the instance of the C. & E. strike. He speaks at length of his defense of the various strikes and the position he has occupied all his life, but he omits to mention his cringing servility before the Grand Division of the O. R. C., which rejected his foul sheet, and now in revenge he seeks to stab, not only the Order alone but each individual member, in the back. After so contemptible effort to derogate one man's character and established ability of years' standing, it would be well to investigate the truth or falsity of his writings or—to be safe—ignore them entirely.

FIDEI DEFENSOR.

Mount Royal Division No. 75.

Editor Railway Conductor:

On the 10th of Dec., 1890, the Brothers of Mt. Royal Division, No. 75, gathered for meeting and the transaction of business, but unanimously agreed to postpone the meeting to attend the funeral of Engineer F. Birse, of the G. T. R., who was drowned in Lake St. Louis (an expansion of the St. Lawrence). No. 6, the G. T. R. fast train for Chicago, is due to leave Bonaventure Station, Montreal, at 11:50 p. m.. On the night of the 3d there was an accident on the double track between Lachine and Montreal, blocking both tracks for a time. At 5:30 a. m., Dec. 4th, No. 6 pulled out of Bonaventure Station, J. Stone conductor in charge, Engineer J. Birse at the throttle. Lachine, eight miles out, a summer resort at the head of Lachine Rapids, has a spur line running to the wharf, less than half a mile long. An operator is stationed at the junction of the spur and double track, who sets the switch for the spur upon the Lachine train whistling for it. On the morning of the 4th there was a terrible blizzard and snow storm raging. The operator mistook No. 6 for the Lachine suburban and set the

switch for the spur. Engineer Birse, in the blinding storm, did not find out the mistake until within a couple of hundred feet of the wharf. It must have been a trying moment, but the stalwart Scotchman, with a heart so full of love there was no room for fear, looked death squarely in the face, never flinched in the discharge of duty as he put on the air brake and reversed his engine and went to the bottom of the St. Lawrence. But the train, with its precious freight, stood safely on the wharf. The air brake and reversed engine had done their work and saved the train. Engineer Birse, when found by the diver, had his throttle in his left hand while the right grasped the air brake.

Engineer Birse was a kind and considerate man; a nature that was always full of sympathy for his fellow creatures, a great reader and of more than ordinary literary attainments. He was posted on almost any subject far above the common, ready for a discussion, for he combined acquired information with a splendid memory, and the way he would bring facts and figures forward would make a politician green with envy. A Scotchman by birth, he was an admirer of his French Canadian neighbors. In conversation once with the writer he said he thought they were the happiest one million people on earth.

Hoping I have not encroached on your space,

I am truly yours,

JOHN L. GERMAIN.

Fort Dodge Division No. 93.

Editor Railway Conductor:

Fort Dodge Division No. 93 elected the following officers for 1891:

C. C., E. A. Weston; A. C. C., W. F. Welker; S. & T., W. P. O'Harra, box 694, Fort Dodge, Ia.; S. C., H. S. Covill; J. C., J. J. Hurley; Trustee, M. Welliver; Delegate, J. A. McGonagle; Alternates, W. F. Welker.

Yours in P. F.,

J. A. MCGONAGLE.

Stadacona Division No. 130.

Editor Railway Conductor:

At a special meeting of Stadacona Division No. 130, held at their rooms in Quebec, Canada, on December 21, 1890, the following named officers were duly elected for the ensuing year, viz:

C. C., Ed. Reynolds; A. C. C., J. A. Lescaubeau; S. & T., Eugene McKenna; S. C., E. P. Robitaille; J. C., Jos. Belanger; I. S., M. McWilliams; O. S., J. B. Falardeau; Committee for three years, M. Vallee; Delegate to Grand Division, Eugene McKenna; Alternate, M. Vallee.

Yours in P. F.,

EUGENE MCKENNA, S. & T.

"Goodenough" Federation for a Texas Correspondent.

Editor Railway Conductor:

I see that Theo. Hewes, in No. 3, Vol. 8, writes quite an article on Federation. I have talked with conductors, engineers, brakemen and other railroad men about this. All agree that there should be something of the kind, but do not seem to know how to get at it. Some say we cannot afford to federate with brakemen, yardmen and firemen, as they are liable to get the older Orders into trouble and they could not afford to take the responsibility of their misdeeds. The conductors will say the switchmen are liable to call a strike at any time and we will all be to blame for it and would have to support it whether they were right or wrong. I myself am in favor of all railroad men federating, and none of the Orders will be what they ought to be until this is accomplished. When the Colonies of the United States tried to form a Federation they were met by the same objections from the other Colonies. Each was afraid the other would get the best, but after the Constitution was put in force they soon all joined hands. Now my plan to form this Federation is on the same plan. Let each organization employ a first-class constitutional lawyer; then call a meeting of all the different organizations at some central point, and each lodge be represented by one or more of their best men. Let this body form a constitution to govern the whole, this constitution not to interfere with the rights or privileges of the different Orders as far as ordinary business is concerned, but the by-laws of all the Orders must conform to the constitution. By so doing there will be no more differences in the Orders than at present, as far as their secret work is concerned, their officers to be elected same as at present, each organization to elect its chief, the chiefs of the different organizations to elect a president, the president to be the head of the Federation, and all claims and all business for the Federation must be attended to by him. But everything pertaining to the separate organizations must be attended to by their respective chiefs as at present. But when a chief cannot settle the differences in his separate organization, then it must be referred to the president, he to call the chiefs together and the matter placed before them and they decide all differences, each organization to be entitled to so many votes according to the standing of the organization in railway circles.

Yours in P. F.,

A. D. GOODENOUGH.

V. P. H. Talks Insurance.

SEDALIA, MO., Jan. 23, 1891.

Editor Railway Conductor:

I am going to make an effort to interest our members a little more in our insurance, which has been sadly neglected heretofore. I will admit that I have given it little attention in the past, but I feel satisfied that every conductor should carry this insurance, and if they did it would add one hundred per cent. to the stability of our Order. I would like to see our insurance preferred to any other for a conductor, and I think, with a few changes in our present laws, our members can be made to see that it is the cheapest and best that a conductor can carry, when fully considering its provisions, which no other insurance offers. Many of our members do not consider that with the insurance they are carrying in most other companies, they have to "die to win," and that, too, by accident or violence; they do not stop to consider that but a small per cent. of our conductors die by accident; they lose sight of the fact also that a great many of our members have been crippled and would have been left penniless to drag out a miserable existence had it not been for our insurance. I am satisfied that our members should be warmed up in the interest of our benefit department, as well as to protect themselves from injustice at the hands of their employers.

We have been having some very interesting meetings of late, especially under the head of "Good of the Order." A great many of our members are carrying what they call a cheap accident insurance. I made a request of those members, to be sure and be present at our next meeting, with facts and figures to prove the same, and I think when I get through with them they will find that they have not as good a case as they supposed. I have given the insurance question but little thought until of late, but the more I thought I give it, the more fully am I convinced that the great majority of our members do not understand its provisions and great advantages over other insurance. Another astounding fact I have discovered of late is the disposition of a great many of our members to cry down our insurance without offering any argument, except that it costs about \$36.00 per year. Last Sunday after our meeting several Brothers came to me and confessed that there were features about our benefit department they never had thought of before.

For fear you will tire of my frequent and long winded letters I will close, but you may expect to hear from me again.

Yours in P. F.,

V. P. H.



Liability of Railway Company for Acts of Conductor—Scope of Employment.—The general rule of law making a railway company liable for the acts or torts of their service is well established, but each case depends upon circumstances peculiar to its own. Many suits at law seeking a recovery in damages, real or fancied, have been defeated on the ground that the servant's act was one outside the scope of his instruction or employment. This defense is not always available and the more recent decisions hold the companies to a strict account for all the acts of negligence or willful conduct upon the part of their conductors or other servants.

In the recent case of *Liddy vs. R. R. Co.*, U. S. C. C., where a conductor of a street car loosened the brake at the rear end of his car and negligently suffered the crank to slip from his hand and in its rapid revolution strike the hammer of a revolver he was carrying in his coat pocket, exploding a cartridge and sending a bullet into the brain of a passenger, killing him instantly. *Held*, that the company was liable, notwithstanding the carrying of a pistol was a mere incident and outside the line of his employment. *Held*, also, that the conductor was negligent in carrying a revolver in a loose coat pocket with the hammer resting upon a cartridge. (Judgment for \$5,000.)

The Supreme Court of Wisconsin, in the case of *Craker vs. R. R. Co.*, upholds this doctrine and declares that a railway company is liable for a wrong done by its servant, whether through negligence or the malice of the servant, in the course of an employment in which the servant is engaged to perform a duty which the company owes to the person injured. In this case a railroad conductor kissed a female passenger against her will, for which act, upon learning of it, the company discharged him. In an action for damages against the company for the assault, the company plead that the wilful act of their servant was outside of his employment and no action could be maintained. The court held, however, that \$1,000 as compensatory damages was an excessive verdict.

So, where a conductor of a sleeping car was un-

der explicit instruction not to receive any article of goods or baggage from any passenger, so far forgot his instruction as to receive a pistol from a passenger to be safely cared for until morning. The conductor negligently dropped the weapon upon the floor and it was discharged, injuring a third party. *Held*, that notwithstanding the accidental injury which came to the third party by the negligent act of the conductor in performing an act outside of his instruction and duty, the company must be held liable.

McManus vs. Cricket, 1 East 106.

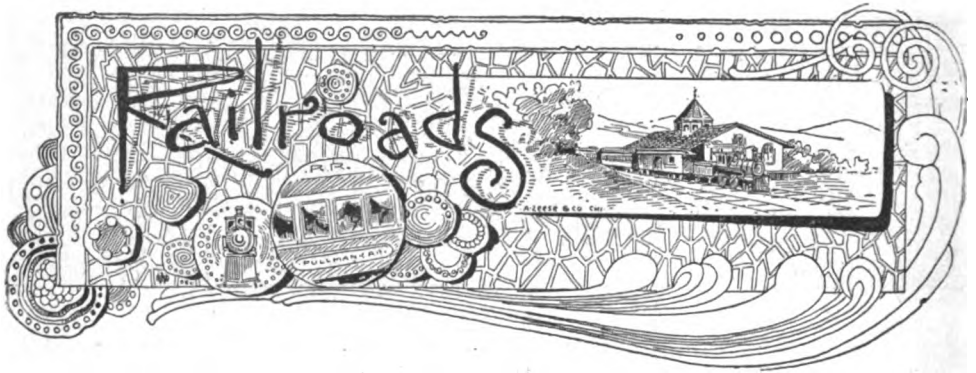
Where a brakeman assaulted a passenger, and in an action for damages the assault was proven, but it appeared that the employé was not in fact on his regular train but merely passing from one point to another upon another train where the offense was committed. The company attested that their servant was off duty, and his act was not within the scope of employment. Plaintiff had a verdict and the Supreme Court affirmed that order by holding that the jury might infer that his employment might consist of in part the duty of going from one point to another.

Conger vs. R. R. Co., Minn., S. C., Jan. 12, 1891.

Willful Negligence of Conductor—Liability.—A train having parted, the engineer ran a head with the front section and whistled for brakes, repeating so often as to alarm the people along the road. He ran on thus for several miles, passing one station, and then checked the front section, and almost as soon as he did so, the rear section ran into it, injuring a brakeman on the engine so that he soon died, remaining unconscious from the first. The other brakeman and the conductor were in the caboose, and had not discovered that the train had parted.

Held, That the conductor was willfully negligent, and that the case justified an award of exemplary damages against the company. The conductor in such case represented the company, and was not a fellow servant of the injured brakeman.

R. R. Co. vs. Denzel, Adm'r, Ry. Ct. of App.



Chicago, St. Paul, Minneapolis & Omaha Ry.

THE FOLLOWING COMPENSATION will be allowed
Passenger Conductors, Baggage-men and Brake-
men on and after October 1, 1890:

EASTERN AND NORTHERN DIVISION.

RUNS.		Monthly Mileage	Conductors— per Month	Brake-men— per Month.	Baggage-men— per Month.
FROM.	TO				
Minneapolis.	Elroy (4 and 5).....	4357	\$120 00	\$50 00	\$65 00
Minneapolis.	Elroy (3 and 6).....	4357	120 00	50 00	65 00
St. Paul.	Black River Falls.....	3880	110 00	50 00	* 60 00
Stillwater.	St. Paul.....	3224	100 00	50 00	55 00
St. Paul.	Ellsworth.....	3137	100 00	50 00	50 00
Merrillan.	Neillsville.....	2705	100 00	50 00	55 00
Menomonic C.	Menomonic Junct.....	882	83 33	50 00	65 00
Minneapolis.	Duluth '61 and 62.....	5065	120 00	50 00	60 00
Minneapolis.	Duluth '63 and 64.....	3940	110 00	50 00	* 60 00
Eau Claire.	Ashland.....	3955	110 00	50 00	60 00
Eau Claire.	Duluth.....	4957	120 00	50 00	* 60 00
Spooner.	Ashland.....	5220	110 00	50 00	* 60 00
Eau Claire.	Chippewa Falls.....	1438	83 33	45 00	50 00
Bayfield.	Ashland.....	4335	100 00	50 00	55 00

ST. PAUL & SIOUX CITY DIVISION.

St. Paul.	Sioux C. '3 and 4.....	5756	\$120 00	\$50 00	\$65 00
St. Paul.	Sioux C. '1 and 2.....	5610	120 00	50 00	65 00
St. Paul.	Sioux C. '5 and 6.....	4770	115 00	50 00	60 00
St. Paul.	Merriam junct.....	4216	95 00	.....	(60 00)
Sioux City.	Hawarden.....	3645	95 00	45 00	* 60 00
Worthington.	Sioux Falls.....	3337	95 00	50 00	60 00
Heron Lake.	Pipestone.....	2970	85 00	50 00	55 00
Elmore.	Lake Crystal.....	2376	90 00	50 00	55 00
Lu Verne.	Doon.....	1512	75 00	50 00	50 00

NEBRASKA DIVISION.

Omaha.	Sioux City.....	3348	\$110 00	50 00	* 70 00
Bancroft.	Omaha.....	3888	100 00	45 00	.....
Norfolk.	Sioux City.....	4050	100 00	50 00	* 60 00

*One-half paid by Express Company. †Also acts as Baggage-man and Expressman on Bancroft trains.

SPECIAL RULES.

When a passenger conductor is taken off his regular run to run specials, or extras, he shall receive three (3) cents per mile for such service. When a passenger conductor doubles for such conductor, taken off his regular run, he shall receive such compensation as such conductor would receive, in addition to his regular salary.

No deduction shall be made for any time lost on account of snow blockades or washouts.

Approved: W. A. SCOTT,
General Supt.
E. W. WINTER,
General Manager.

Chicago, Rock Island & Pacific Ry.

TAKING EFFECT JANUARY 1, 1891.

ARTICLE I.

The occupation of a conductor is one that requires a knowledge of the schedules of time governing the road on which he is employed, as well as those issued by connecting lines; a proper interpretation of the rules issued therewith, and under which trains, both passenger and freight are operated. This, with proper experience, good judgment, considerable ability, and service previously rendered by the occupant of such a position (in the railway service), together with the required character and ability of the person himself, dignifies such occupation as a distinct profession.

ARTICLE II.

Persons hereafter appointed conductors should be men of undoubted reputation; good morals; temperate habits, and with an experience in train service on any line of road of not less than three years. It is believed that the Order of Railway Conductors is largely composed of men furnishing the necessary qualifications, and, so far as it can be done consistently, such persons should have preference in the filling of vacancies, when it can be done with proper regard for efficiency in the service, which necessitates at times promotions from the ranks.

ARTICLE III.

Seniority in service as conductor shall hereafter govern in all cases of promotion from freight to passenger runs, *merit being equal*, this to be determined by the superintendent, subject to appeal to the general superintendent, it being understood that the rule to be generally pursued does not per-

mit of transferring an employé from one division to another, to the detriment of the division employés. The future choice of runs shall be based upon this principle.

ARTICLE IV.

No conductor shall be dismissed or suspended from the service of the company without just cause.

In case a conductor believes his discharge or suspension to have been unjust, he shall make a written statement of the facts in the premises, and submit it to his superintendent; and at the same time designate any other conductor who may be in the employ of the company at the time on the same division, and the superintendent, together with the conductor last referred to, shall, in conjunction with the general superintendent or some other superior officer agreed upon by them, investigate the case in question, and when at all practicable such investigation shall be made within five days from the date of the receipt of the communication from the conductor, and in case the aforesaid discharge or suspension be decided to have been unjust, he shall be reinstated and paid half time for all time lost on said account.

ARTICLE V.

When conductors are laid off on account of dullness of business, it shall be done in the order of the dates of their employment as conductor, beginning with the conductor last employed.

ARTICLE VI.

Conductors having charge of trains will be held responsible for their safe management, and shall have a right to place their brakemen as their best judgment may dictate, so long as it does not conflict with time-table rules.

ARTICLE VII.

Time of conductors in freight and passenger service shall be computed on the basis of one hundred miles or less for a day's work; and all time made by conductors while on the road between terminal points, in excess of ten miles per hour on freight, and eight hours per hundred miles on passenger, will be considered overtime.

ARTICLE VIII.

When conductors are held in for snow-plow service they will be allowed regular pay for each day of twenty-four (24) hours that they are so held subject to orders, on the basis of ten miles per hour.

ARTICLE IX.

When good cause can be shown for doubling hills, the pay shall be on the basis of the actual time lost, at ten miles per hour, and all timespent in wrecking, repairing washouts, or bucking snow, shall be paid for on the same basis. Conductors, deadheading on the company's business, will be paid half mileage.

ARTICLE X.

Delayed time at terminal stations, either before leaving or after arriving, will be paid for full delay, less one hour, if delayed one hour and thirty-five minutes. It is understood that fractions of an hour less than thirty-five (35) minutes will not be counted. Thirty-five minutes or over will be counted a full hour. In freight service, fifty miles or less shall constitute fifty miles, or one-half day's pay. One hundred miles, or over fifty miles, shall constitute one hundred miles, or one day's pay.

ARTICLE XI.

A caller shall be provided at the end of each main division, who shall have a register book, and have written therein the train the men are called for, the time of calling, and their names. The pay of the conductor shall begin from the time the train is ordered for, as shown on the order for calling, and shall continue to the time of arrival at the end of the run. When conductors are required to switch at terminals thirty-five minutes or more, time shall be allowed.

ARTICLE XII.

Conductors called to make a trip shall be paid, provided the train is afterwards annulled, for three hours' time, on the basis of the pay they are receiving.

ARTICLE XIII.

The following rates of pay will be allowed passenger and freight conductors, both east and west of the Missouri River:

FREIGHT CONDUCTORS.

	Per mile.	Over-time, per hour.
Local.....	03 cents.	30 cents.
Through.....	02.9 "	29 "

PASSENGER CONDUCTORS.

	Per month.	Basis of miles per month.
Through Express Runs.	\$125.00	4000 to 6510
Main Line, Local and Dummy Runs....	100.00	2600 to 4000
Short & Branch Trains, Pass'r or Mixed....	75.00	2600 or less.

WORK-TRAIN CONDUCTORS.

	Per month.	Over-time, per hour.
Twelve hours and over eight, one day...	\$90.00	30 cents.

Conductors of passenger trains must make during a month the minimum mileage established, else they will drop back to the pay established for conductors making an equal mileage. Extra mileage over the maximums here established for passenger conductors will be paid for at proportionate rates.

When practicable there shall be no greater number of through freight crews employed on any division than can reasonably be expected to make three thousand (3000) miles per month east of

Missouri River, or two thousand six hundred (2600) miles west of Missouri River.

ARTICLE XIV.

Promotions and preferments will be based upon merit and the general record of the men, and not entirely upon their ages or duration of service; economy in the running of his train, and care for the company's property while under his control, will always be considered as meriting reward.

The articles enumerated above, constitute in their entirety, the agreement between this company and its conductors, and all rules previously in effect are by this agreement abolished.

For the Chicago, Rock Island & Pacific Railway,

W. I. ALLEN,
Assistant General Manager,
Chicago, Ills.

H. F. ROYCE,
Gen. Supt. Lines East of Mo. River,
Chicago, Ills.

C. DUNLAP,
Gen. Supt. Lines West of Mo. River,
Topeka, Kas.

Approved, E. ST. JOHN,
General Manager.

For the Freight and Passenger Conductors,
Approved, C. S. GLASPELL, Chairman.

The following constructions are agreed to:

ARTICLE 3. Passenger conductors should be promoted from freight conductors, governed by seniority in company's service, if they are in all ways qualified to handle and care for the traveling public. If not so qualified, the reason shall be made known to them by their superintendent.

ARTICLE 4. It is not only expected, but desired on the part of the company, that the conductor who seeks a re-investigation, shall be present at such re-investigation, together with his representative and the division superintendent or other designated officer.

In cases where road engines and crews are sent from a division station to a given point on the road to do switching service for a quarter to one-half day or more, in place of the switch engine and crew, actual mileage should be allowed for as per Article 10, and switching time allowed for actual time consumed in switching on the basis of ten miles per hour. However, where only the ordinary switching is done at any station by the road crew, the overtime rule on the basis of the ten miles per hour between termini should govern.

In the case of Conductor Donahue, train 99, Rock Island to West Liberty, Article 10 covers this point, and allows but one hundred miles, or fifty miles on the trip from Rock Island to West Liberty and fifty miles from West Liberty to Rock Island. However, in case overtime rule mentioned is accepted, overtime begins after having been out from Rock Island ten hours, unless

the crew is relieved at West Liberty by order of the superintendent or train master.

ARTICLE II. A caller should be provided at Trenton and Brooklyn, with a register book showing the train the men are called for, the time they are ordered to leave, and the time of calling, followed by conductor's signature, and the pay of the conductor so called should begin from the time the train is due to or ordered to leave. Local freight trains are such trains as handle merchandise peddling freight. Regular passenger conductors called or required to do extra running, or sent on runs outside of their regular runs, should be allowed extra time at the regular rate as allowed the extra runs which they are required to make. Passenger conductors laying off, not having made the required maximum mileage for the month, will lose such time.

On train 7 and 8 between Washington and Chicago if over 4000 miles are made in any month the extra time should be allowed at proportionate rates.

In the two cases cited by Mr. Glaspell, first case leaving Trenton at 7:25 a. m., arriving at St. Joe at 12:45 p. m., leaving St. Joe at 6 p. m. to go to Horton, actual mileage, or one hundred and twenty-three miles for that day should be allowed; on the other hand, in the second case leaving Trenton at 11 a. m., arriving at St. Joe at 5 p. m., leaving St. Joe at 2 a. m. for Horton, one hundred miles should be allowed Trenton to St. Joe for first day's work, provided no other mileage is made, and fifty miles should be allowed for the second day's work, for the run from St. Joe to Horton, provided no other mileage is made on that day. In other words, the time is computed by the day or by trains starting from different termini during the hours between midnight and midnight.

In the case of Conductor Bledsoe, who claims to have been delayed two hours after time ordered to leave Brooklyn, one hour over time should be allowed, although in the case cited on June 10, when he claimed one hour overtime on account of being on the road eleven hours and forty minutes, schedule has not provided for such overtime.

ARTICLE 13. In the matter of branch runs, passenger or mixed, all mileage over two thousand and six hundred (2600) miles per month, will be extra, and at proportionate rate of pay. Branch crews making extra trips on main line, will be entitled to actual mileage so made, at the rate governing such service. Extra trips made on the branch, as also switching necessary to be done at terminal yards, when performed within the schedule hours of the day's service, are not entitled to extra pay, but when performed outside of such schedule hours, are entitled to extra pay at proportionate rates, for Branch service.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

B. H. BELKNAP, EDITOR.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

WM. P. DANIELS, MANAGER.

THE NEW HAVEN TUNNEL COLLISION.

The coroner's jury in New York have held Engineer Fowler, of the rear train, and Signalman McManus for the recent tunnel collision between New Haven trains on the Central track, which is used by the New Haven Road entering New York. We have not sufficient information at hand to intelligently form an opinion as to the culpability, but it seems almost incredible that the engineer can have been at all to blame. If the signal showed the track clear he certainly is free from blame. If the signals were properly set, is there any one who can believe that this engineer ran past them without looking and into the tunnel thirty miles per hour, knowing as he did if he was at all competent for the position that he held, that his own life was in the most imminent danger of any? If the signals showed the track clear, a heavy burden rests upon those who were responsible for them; but in our opinion the heaviest burden of responsibility rests upon the company itself, and from this burden it should not be permitted to escape. A prosperous road like the Central, doing the business that it does and running the trains that are run through this tunnel, has not the slightest shadow of excuse for failing to use the most perfect means at hand for the protection of those trains. It is a well known fact that there are automatic signals that are definite and certain in their action, and had they been in use it would have been impossible for any one to have interfered with the signals so as to have shown the track clear, and there would be no uncertainty as to that point. It is claimed that "automatic" signals were in use, but while the name of the system used may be "automatic" or "interlocking," there is ample proof that it is not automatic, from the fact that it required an operator to change the signals. It is claimed that when the first train entered the "block" between Seventy-second and Eighty-fourth streets, where the tunnel is, that the operator at Seventy-second street set the danger signals and that they could not be released by him and could only be changed by the operator at the other end, or Eighty-fourth street, and that this Eighty-fourth street operator could not change them till after the shop train had passed Eighty-fourth street, *unless the mechanism was out of order*, and that it is also claimed that the mechanism was in perfect order. In connection with the signals shown, when they

are at danger, the wheels of the train strike a projection that rings a loud gong, thus making an aural as well as visual signal of danger, and no one can be found on the passenger train who heard this gong, though it is hardly possible that the entire crew would have failed to hear it even if the engineer and firemen had both neglected to observe the signals as well as the gong. The trouble was thought, as we believe from information now at hand, that the protection was not automatic but depended upon operators. There are protecting block signals which do not require any operator to change them, the train itself setting the signals to danger and they cannot be released or changed even by design without consuming considerable time and destroying the signals themselves, for if any derangement of the machinery occurs, no matter whether slight or great, the signals set themselves at the danger point. There can also be used in connection with such automatic signals an automatic derauling switch that would derail the following train and prevent a collision if the signals should be overlooked by the enginemen. In view of this, it seems to us that the New York Central, on whose tracks the accident occurred, cannot entirely escape the responsibility, for if western roads can afford to protect their trains by such appliances, surely such a road as the New York Central ought to do so on a piece of track where there is so much traffic as there is on this one where the accident occurred, particularly when we consider that it has always paid dividends on watered stock and that stock has been regularly quoted above par. Fire added to the horror of the accident, and the poor imprisoned victims were roasted, the New Haven trains being warmed by Baker heaters in violation of the New York law, which forbids the use of stoves in railway coaches in that state, and who attempt to escape responsibility by claiming that the Baker heater is not a stove. The stock of the New Haven Company is quoted at \$2.70 and it pays ten per cent dividend. Even should investigation show that the operators or signalmen are at fault, they should not in our opinion be judged harshly. We do not know how it is in this particular instance, but ordinarily the men employed in these signal towers are underpaid and overworked. The accident occurred just before the

night men were relieved, and they had probably been on duty twelve hours in a trying position that requires constant watching and a constant tension of the nerves and brain, for though it may seem a simple thing to some, for a man to have nothing to do but sit in a tower and move levers, those who undertake it find that it is no child's play to keep watch of two or more (and in this instance probably four or more,) tracks with trains constantly passing in opposite directions.

Later information is to the effect that warrants have been issued for the managing officers and directors of both roads.

PENNSYLVANIA COMPANY'S OPPOSITION TO INDIANA LEGISLATION.

It is reported that the bill now pending in the Indiana legislature prohibiting railway companies from retaining any portion of the wages of employes on any pretext, is being met with determined opposition by the Pennsylvania Company particularly, and that its officers are inducing many of the employes to sign petitions for its defeat, while the Indianapolis *News* Jeffersonville special asserts, that employes of that company are signing the remonstrance for fear of losing their positions if they refuse to sign. It is claimed by the opponents of the bill, that it is a move of the outside insurance companies against the Pennsylvania Relief. The Relief Department of the Pennsylvania Company is something that is of substantial benefit to those who avail themselves of it, and although it is a competitor of the Benefit Department of the Order, and we have lost a large number of members from our Benefit Department by its inauguration, we do not for that reason condemn it, but on the contrary, since it was shorn of the compulsory features which were included when it was first introduced, we have said no word against it, though we have not advertised it gratuitously to our own injury. There is yet some complaint that it is not *absolutely* free from what may properly be designated as a compulsory feature, as its advocates claim, and it is asserted, that on some portions of the system, an employe has no show for promotion if he is not a member of the Relief Department; while this may be true of some localities, we are inclined to think, that on the whole, the management does not intend to have this pressure brought to bear upon its employes, but, if it is, as claimed entirely and completely free from any feature of this kind and every employe is entirely free to join or not and if he does not, it makes no difference in his employment or chances for promotion, we cannot see why the company should oppose the proposed legislation, for the bill does not attempt, if we correctly understand it, to prevent the employe from paying back to the company a part of his wages for this insurance if he chooses, and on the other hand, we are unable to see how very much benefit will be afforded to the employe by a law that simply prevents the retention of a portion of his wages, for the same influence could be used to compel him to pay back a portion that it is claimed is now used to compel him to consent that a portion be retained. The opposition of the company to the proposed legislation, looks to us, both suspicious and foolish. We have not seen the bill in question and

may not understand its effect, but we doubt its being of any benefit to the employe, except as it may encourage him to resist pressure and fight for his standing; we doubt if any legislation can be of much benefit that does not compel the company to quit the insurance business entirely, and to that there would certainly be determined opposition from its employes, as is evidenced by the communication in this issue from Brother Peters. If there can be any legislation that will prevent undue pressure upon employes without interfering with their rights to accept contributions from their employers if they choose to do so, we are in favor of that legislation. It seems to us that the Penn'a Co. would have played a "trump" that would have disarmed present suspicion among its employes and others, and evidenced the truthfulness of its assertions, if it had endorsed this legislation and said to the public and employes both, that is was immaterial to them whether the fees for the Relief Department were retained by the company or returned by the employe himself the same as he would pay any other insurance company.

The flattering expression of a late issue of *The Railway News Reporter* in regard to the writer, is more highly appreciated from the fact that Bro. Dan Honin is one of those people who are not in the habit of "giving taffy," whether exchange or otherwise, but never hesitates to express his opinion be it what it may, and the further fact that in times past he has not hesitated to score us in fervent and vivid language. We are proud to be known as "Bill" Daniels by a considerable number of friends, both in and out of the Order, and as for the would be enemies, well, we are like the six foot Irishman who permitted his wife to chastise him; it amuses them and don't hurt me.

The Gateway City Review, published at LaCrosse, Wis., makes its bow to the labor world and announces that No. 1 will be followed weekly by a newsy paper that will give special attention to the interests of the B. of R. T., B. of L. E., O. R. C., S. M. A. A., I. O. of O. F., K. of L., A. O. U. W., A. O. of H., B. of L. F., Railway Carmen, G. A. R. and S. of V. It has taken a big contract, but if No. 1 is any indication of the future, it will be equal to the task. We welcome it to our desk and X with pleasure. It a seven column, four page paper and the price is \$1.00 per annum, which certainly is cheap enough for a weekly paper that gives the promise of a good readable paper that is given by this first *Review*. C. H. Morrison is the man at the helm.

Told After Supper, the latest from the pen of Jerome K. Jerome, is on our table. It is printed on heavy paper, in large type and with blue ink which gives it a rather unusual appearance. The book is appropriately illustrated and consists of short ghost stories supposed to be told after supper on Christmas eve. The best we can say of it is that it has a handsome title page.

The two cent fare bill was defeated in the lower house of the Missouri legislature February 28th, by a vote of 53 to 56. Its defeat was attributed to the influence of the employes of the state.

MENTIONS

The new Argentine Pacific railroad has a tangent of 211 miles, the longest by far, of any in the world.

We regret to note the serious illness of the wife of Bro. Clint Stickels of Elmira Division No. 9, who is now in Philadelphia under a physician's care. We sincerely hope she may find speedy relief.

We are in receipt of the Columbia Cycle catalogue for 1891 which, for cyclers of either sex, contains much of interest. It will be sent to any address on application to the Pope Manufacturing Company, Boston.

D. C. Brown, Junior, made his début on this mundane sphere February 22d, and it is related that the influence of the day is so strong upon him that he has already chopped down a cherry tree and the male parient has driven away one of his best lady customers by answering "ten pounds" when asked what number a pair of shoes was.

The Georgia Southern & Florida, the "Swanee River Route to Florida," issues as a souvenir, a copy of "The Old Folks at Home," with a finely lithographed cover. THE CONDUCTOR is in receipt of a copy, and now "Way down upon de Swanee ribber" floats out through the transom and harmoniously mingles with the sad refrain that is evoked by the persevering artist who daily practices on the cornet directly under us.

The *Aluminum Age* says, that inscriptions may be written on metals by covering the surface with a coating of wax or soap, then writing the inscription plainly in the coating clear to the metal. Apply to this writing with a feather, carefully filling each letter, a mixture of one part muriatic acid to four parts of nitric acid, letting it remain five to ten minutes, then throw on water; the water stops the etching and the inscription is then complete.

The National Mutual Building and Loan Association of New York, have just issued their annual report for 1890. This association issued its first share June 1st, 1888, and on March 2d, 1891, over 50,000 shares were in force; January, 1890, the amounts of loans in force was \$85,678.75, while on the first of January, 1891, the amount was \$384,805.00, showing an increase of nearly \$300,000 during the past year. See their advertisement in this number.

J. L. Parish, chairman of the B. of L. E., V. P. Hart, chairman of the O. of R. C. legislative committees for Missouri and A. A. Corneau, of De Soto Division No. 241, have issued a circular to the members of all railway organizations in the state asking their assistance in urging upon members of the legislature, the necessity of enacting some, at least, of the legislation that is now pending in behalf of railway employes, and particularly the "Co-employé" bill. They certainly should receive the hearty and united support of every employé in the state of Missouri, and we sincerely wish them success in their efforts.

During the summer of '86, a gentlemen called at the office of the Order in Chicago, announced that the switchmen had formed an organization and asked the writer for some little favors which we were very glad to extend with our best wishes; a few days ago, the same gentlemen, Mr. John Downey, who is now Vice Grand Master, again called upon us. Mr. Downey now represents one of the most prosperous and flourishing of the railway organizations, and spent a day or so in Cedar Rapids visiting the lodge and its members here. We are glad to meet him again and hope the visit will be repeated.

First the switchmen complain of the indiscriminate admission of members by the B. of R. C. In the last number of the *Trainmen's Journal* a correspondent says:

"There is a B. R. C. lodge here, and they are taking in members that never have run a train on our road, and they came out of No. 241. I will ask this question of our worthy Grand Master: Is it right to pull our lodge to pieces to build up theirs? Our master is a B. R. C., and also our Secretary. We will settle this matter at the next election of officers."

While in this issue we give a communication from one of the original Pacific Coast members, yet complaint is made because members of the Order have said that men who were not conductors have been admitted to the B. of R. C.

The following resolution was unanimously adopted by the convention of railway commissioners from the various states at their meeting recently held in Washington:

First—That a committee of five be appointed by the Chair to urge upon Congress, as soon as possible after the opening of its next session, the imperative need for action by that body calcula-

to hasten and insure the equipment of freight cars throughout the country with uniform automatic couplers and with train-brakes, and the equipment of locomotives with driving-wheel brakes, and to present and urge the passage of a bill therefor.

Second—That the committee, before presenting the bill to the appropriate congressional committee, be requested after public notice, to give a hearing to accredited representatives of such organizations of railroad officials or employes as may desire to be heard.

* *

In the Missouri legislature several bills of importance to railway employes are pending, among them a "co-employee" bill and a "Pinkerton" bill which have passed the house and the prospect for their final enactment is good. The latter bill is as follows:

"Every person who shall by any letter, mark, sign or designation whatever, or by any verbal statement, falsely report to any railroad, or any other company or corporation, or to any corporation, individual or individuals, or to any of the officers, servants, agents or employes of any such corporation, individual or individuals, that any conductor, brakeman, engineer, fireman, station agent or other employes of any such railroad company, corporation or individual have received any money for the transportation of persons or property, or shall falsely report by any of the means aforesaid, that any such conductor, station agent or other employe of any railroad company, persons or corporation neglected, failed or refused to collect and properly charge for the transportation of persons or property when it was their duty to do so, shall, on conviction, be adjudged guilty of a felony, and shall be punished by imprisonment in the penitentiary for a term not exceeding five years."

The B. of L. E. and Order have legislative committees for the state and the chairman of each is at Jefferson City and are jointly looking after these matters.

* *

THE CONDUCTOR is always glad to note the recognition of meritorious deeds by members of the Order and it is with feelings of mingled pride and pleasure that we note the presentation of an elegant daimond scarf pin to one of our prominent members for his bravery in rescuing from a watery grave a boy who had broken through the ice while skating at Shady Side, Pa. On the 25th of January last, as train twelve on the Nypano was making its usual rate of speed toward the Orient, a passenger called the attention of the conductor to a boy who was struggling in the icy waves of French creek. To see was to act. The train was immediately stopped, backed to the scene of danger and carefully taking the cigars from the left hand pocket and the dollars from the right and laying them on the bank, the fearless conductor sprang into the raging main, dove under the ice and grasped the drowning lad. Then began a fearful struggle against the resistless force of the current, but all in vain, and after fruitlessly endeavoring for some ten or fifteen minutes to reach the air hole by which he entered the water, the heroic rescuer turned and swam with the current and after being carried either six hundred feet or six hundred yards down stream an opening in the

ice was reached by which the rescuer and his struggling burden were enabled to again reach terra-firma. The passengers on the train immediately "chipped in" and formed a purse with which was purchased the elegant token noted above, the diamond set of which weighs three ounces. It is now on exhibition in this office and the proud possessor says that if at the next Grand Division any member shall show a better claim to it he can have it. A report has been circulated that the boy got out of the water before the train was stopped, but it probably emanates from some gloomy misanthrope envious of the popularity of the hero of Shady Side. True heroism is always modest and in accordance with Mart's urgent request, we suppress his name.

* *

It is claimed that the fastest time ever made on an American railroad was recently made on the Fort Wayne, where a train ran fifty-three miles in forty-five minutes and eleven miles in seven minutes. If this is correct the whole distance was made at the rate of nearly seventy-one miles per hour and the eleven miles at the rate of *ninety-four* miles per hour. We are inclined to doubt somewhat the eleven miles in seven minutes part of the story, although it is said that the train sheets show the statement to be correct. On short distances time taken by anything but a stop watch is not likely to be entirely reliable, and when taken from a train sheet is very *unreliable* from the fact that it is reported by operators at different stations whose watches may vary considerably, and when we consider that an error of one minute in the time makes a difference of twelve miles per hour in the speed, and that it is not at all unlikely that there may have been a variation of two or three minutes in the different watches, we think our doubt as to a speed of ninety-four miles per hour having been made is well founded. As noted in a previous issue, the B. & O. have a train that is carded at the rate of seventy-three miles per hour, and is said to make it regularly, but it is for a very short distance, less than four miles, and where an error of half a minute in the time would make a material difference in the speed. A regular passenger train on the B., C. R. & N. was timed by a "Dutch clock" some two or three years ago, and in one instance a speed of seventy-four miles per hour was shown for a distance of four or five miles. This is the fastest time that we know of, of which there is a reliable record, and even in this case there is room for error. We believe that under favorable conditions seventy to seventy-five miles per hour can be made for a short distance, but we shall not credit tales of ninety miles per hour until ample preparation has been made to get both time and distance correctly. If train sheets are authority, freight trains have made over one hundred miles per hour, in fact, have arrived at a station before leaving the last preceding one.

* *

No. 2 of *The Brotherhood Journal* comes to us bearing tokens of prosperity, having been materially enlarged. Its motto, "remember us in your prosperity and we will remember you in your adversity," is one that should touch the heart of the "boys" and insure for it a generous support. Send sixty cents to 1014 W. Lake street, Chicago, and try *The Journal* for one year.

THE RAILWAY CONDUCTOR.

VOL. VIII.

CEDAR RAPIDS, IA., APRIL 1, 1891.

NO. 7.



P. T. BARNUM AND THE GOLD EXCITEMENT OF '49.

General J. F. B. Marshall contributes to the department of "California" in *The Century Magazine* for March the following incident which occurred to the Hon. G. D. Gilman, now a member of the General Court of Massachusetts:

With the news of the discovery of gold in California in 1848, United States army officers stationed there sent specimens home to their friends and to the War Department as curiosities. But, to the best of Mr. Gilman's knowledge, the first California gold exhibited and sold in Wall street was taken there by himself on the first day of March, 1849. Mr. Gilman was the first passenger to reach New York from San Francisco after the discovery, and brought with him a quantity of the ore, finding it a more profitable remittance than the coin which he had brought from Honolulu, and for which the miners gladly exchanged their dust at a liberal discount. Mr. Gilman tells the following story of his first day in New York.

"I reached New York very early in the morning, and, being an entire stranger, accepted the friendly offices of the purser of the steamer, who took me to the Clinton hotel, then kept by Simeon Leland, afterward of the Metropolitan hotel.

"After breakfast Mr. Leland kindly took me in charge, to assist me in procuring a costume more befitting an appearance in New York than my California outfit. Among the places visited in this tour of reconstruction was Lovejoy's hair-dressing rooms, at the corner of Beekman street

and Park Row. Here, as everywhere, the talk was of the wonderful news from California.

"While still under the hands of the barber, and sleepily listening to his freely given views upon the exciting topic of the day, I saw Mr. Leland approaching me, accompanied by a fine-looking, frank, open-faced man, who advanced buttoning on his collar, with his gingham necktie hanging over his arm, as if he had no time to lose. Mr. Leland introduced him to me by a name which at first had no significance for me, though its fame had already reached the islands of the sea as that of the great Moral Showman. He said, courteously:

"I hear that you are just from California, the first passenger to arrive from the land of gold. That is very interesting. You can tell us all about it. May I ask if you have had any conversation with any one on the subject since your arrival?" I replied that I had only just landed, and had had no opportunity to talk about the matter. 'Ah, very good, very good!' said he. "Then please *don't*, let me beg of you, till you have seen me again. Mr. Leland has kindly promised to call with you at my office. If you will write "California" on your card, the doorkeeper will admit you at once.' He bowed and took his leave.

"Engrassed by my own interesting concerns, I did not think to ask any questions of Mr. Leland about my interrogator, and learned nothing more of him till we found

ourselves at the door of Barnum's Museum. We were conducted to the private office of the redoubtable proprietor, who, politely seating us, proceeded at once to business.

"Well, sir, you know we all want to know the way to California nowadays. By what route did you come?"

"Across the Isthmus."

"Ah, very good! Then you can tell us all about mule traveling. A very interesting route. Cuts the journey short. Some dangers, of course. Did you go out by the same route?"

"I went out around the Horn, sir."

"Ah, that's good! Many of our people will want to go that way. Cheaper route. Of course you know about mining?"

"I have not been to the mines myself, I replied."

"Oh! Ah! Well, you understand the process, no doubt, and know all about the life there. You've heard it talked about?"

"I replied that I had not heard much else talked about for the last six months."

"I thought so! I thought so! You're just the man we want, sir! Just the very man! Now here's my plan, sir! I've got a plan, sir, which cannot fail of success, and which will prove highly remunerative to both of us, sir. This city is wild with excitement, as you know; just crazy with the idea of gold in California. Thousands are seeking for information about how to get there, what to do, where to find the gold. Now for my plan. I've had a specimen lump of gold prepared, weighing twenty-five pounds. No sham, sir—*real gold*. You can depend upon it; I can bring you all the certificates to convince you of the fact."

"But," I interrupted, "twenty-five pounds! I never heard of so large a piece being found."

"Mr. Barnum seemed slightly taken aback at this, and asked what was the largest piece I had heard of. I replied, 'seven ounces; but it had not reached San Francisco when I left.'"

"Seven ounces! exclaimed he. 'Why, that is too small. Every man that is going out expects to pick up rocks of it! Seven ounces! Well, well!'"

"He looked confounded for a moment; then throwing back his shoulders as if to shake off his disappointment, he rallied to his well-arranged plan. 'Well, sir, I'll tell you what we can do. You prepare a short lecture on the subject, to be delivered in my lecture room,—not over fifteen minutes

long, better ten,—and then be prepared to answer questions (they'll be sure to come thick and fast) about the different routes, the mining, wages, means and cost of living: just how to do it, you understand. We will have a small table on the stage, with my twenty-five pound lump of gold on it. As you are talking you can handle it; just pass your hand over it now and then—and—and—I wouldn't have you tell a lie about it for anything, Mr. Gilman—but if—you see—they get the idea that that's the kind of lumps they *may* find, a fortune's made, and we'll share it.'

"My reply sprang involuntarily to my lips: 'But what a perfect humbug that would be!'"

"With a bright, beaming smile the great showman patted me gently on the shoulder, and with a significant look said: 'My dear sir, the bigger the humbug, the better the people will like it.'

"With thanks I respectfully declined the tempting proposition. Mr. Barnum very courteously urged me to consider it, and hoped I would see my way clear in some way to give the people the information they so much desired. But I was too impatient to reach my home in Maine to do this. Under Mr. Leland's guidance I visited several of the banks and moneyed institutions in Wall street, where I exhibited my specimens of the gold, both coarse and fine."

But Mr. Gilman failed to improve his golden opportunity to make his own and the eminent showman's fortune.

—•—

General Crook's Characteristics.—More of an Indian than the Indian.

At the date of which I am now writing General Crook was an ideal soldier in every sense. He stood about six feet in his stockings, was straight as an arrow, broad-shouldered, lithe, sinewy as a cat, and able to bear any amount of any kind of fatigue. It mattered not under what guise vicissitude and privation came, they never seemed to affect him. Hunger and thirst, rain or sunshine, snow and cold, the climbing up or down rugged, slippery mountains or the monotonous march, day after day, along deserts bristling with spines of the cactus, Spanish bayonet, mesquite, and palo verde—his placid equanimity was never disturbed in the slightest degree. He was at that period of his life fond of taking his rifle and wandering off

on his trusty mule alone in the mountains. At sunset he would picket his animal to a mesquit bush near grass, make a little fire, cook some of the game he had killed, erect a small "wind-brake" of brush and flat stons such as the Indians make, cut an armful of twigs for a bed, wrap himself up in his blanket, and sleep till the first peep of dawn.

"You ask me to tell you about Indians," said an old Apache chief whom I was boring about some ethnological matter—"go to the Nantan (the Chief—Crook's name abbreviated); he'll tell you. He's more of an Indian than I am." But Crook did not go on "tizwin" spees like the Apaches; he never touched stimulants in any form unless it might be something prescribed by a physician; he never drank coffee, and rarely tasted tea. Milk was his favorite beverage when he could get it, and pure water when he could not.

His personal appearance was impressive, but without the slightest suggestion of the pompous and overdressed military man; he was plain as an old stick, and looked more like an honest country squire than the commander of a warlike expedition. He had blue-gray eyes, quick and penetrating in glance, a finely chisled Roman nose, a firm and yet kindly mouth, a well-arched head, a good brow, and a general expression of indomitable resolution, honest purpose, sagacity, and good intentions. He had an aversion to wearing uniform and to the glitter and filigree of the military profession. He was essentially a man of action and spoke but little, and to the point, but was fond of listening to the conversation of others. He was at all times accessible to the humblest soldier or the poorest "prospector," without ever losing a certain dignity which repelled familiarity but had no semblance of haughtiness. He never used profanity and indulged in no equivocal language.

Probably no officer of equal rank in our army issued fewer orders or letters of instructions. "Example is always the best general order," he said to me once when we were seated side by side on a fallen log in the lower Powder Valley, Montana, in a most exasperating drizzle of rain in the summer of 1876. It certainly was true of campaigning in Arizona, and no officer or soldier hesitated to endure any hardship when he saw the commanding general at the head of the column, eating the same rations as himself, and not carrying enough extra clothing to wad a shot-gun. There

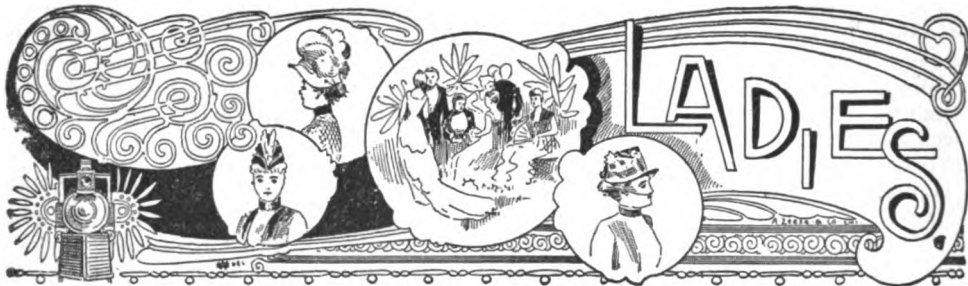
is one character in American history whom Crook, saving his better education and broader experience, very strongly resembled—and that is Daniel Boone.—Captain Bourke, in the *March Century*.

A Graphic Pen Picture of a Desperate Situation.

Picture to yourselves a small, tattered band of men, camped on a sandy spit of land in the heart of Africa. On this small cleared space are the three tents of the Europeans, round which, in a semi-circle, the Zanzibari porters have raised little temporary shelters of broken boughs and green leaves.

It is evening, the camp-fires are lighted, and round them may be seen the half-starved forms of our men, gathered together in small groups, talking dejectedly of our miserable position. Here and there is a man by the fires stirring a pot, in which are simmering a few toadstools, or such poor roots as he has been able to collect on the march. Formerly, at night, the camp was alive with talking and singing; the busy forms of our men might be seen flitting about by the light of the fires, some building huts, some preparing large pots of bananas or manioc for the evening meal; others passing some rough jest to their fellows, and all laughing and talking in the boisterous way which characterizes the good-natured, happy-go-lucky Zanzibari under favorable circumstances. But to-night Europeans and Zanzibaris are alike dejected and cast down, for starvation and sickness have sapped our strength, and we all know that unless food can soon be obtained we have nothing but death before us.

Behind the camp is the black lonely forest, its giant trees rising above and closing over us, as if we were in some dark, haunted cavern, the gloom of which seems to shut out all hope. In front is the now darkening river, hurling itself madly over rocks and boulders. Above we can hear the thunder of the cataracts, below us is the sullen roar of the rapids. On the opposite side of the river, the bank, densely clothed with huge trees and tangled underwood, rises abruptly from the stream to a height of five hundred feet. We feel so small and helpless as if we were closed in a huge pit, with nothing but the desolation of the forest and the thunder of the cataracts around us.—From "Our March with a Starving Column," by A. J. Mounteney Jephson, in *March Scribner*.



Out of Childhood.

*"But thou and I are one in kind,
As moulded like, in Nature's mint;
And hill and wood and field did print
The same sweet forms in either mind."*

—IN MEMORIAM.

There was a stream, low-voiced and shy;
So narrow was the lazy tide,
The reeds that grew on either side
Crossed their green swords against the sky.
And in the stream a shallow boat,
With prow thrust deep among the reeds
And broad stern wound with water-weeds,
Lay half aground and half afloat.
And in the boat, hand clasping hand,
Two children sat as in a dream,
Their eyes upon the lapsing stream,
Their faces turned away from land.
They cared not for a little rift
That came between them and the shore,
And softly widened more and more,
Till on the stream they lay adrift.
They murmured absently and low
That presently they must return
To their sweet stores of gathered fern,
And tinted pebbles ranged in row.
Through limpid pools they drifted slow
They looked before and not behind,
And fancied still they heard the wind
That through the weeds went whispering low.
The lengthening ripples wore a crest—
The white foam grew beneath the stern,
And murmuring still, "We will return,"
The river bore them on its breast.
They hailed the homeward-fitting bee,
They smelled the rose upon the shore,
The current widened more and more,
The river bore them to the sea.
Now over ocean caves impearled
Unbeckingly they drift and drift,
And know not that the little rift
Has widened into half the world.

And like the pearls in ocean caves
The vision of their lost delight
Is whelmed and flooded out of sight,
By thoughts on thoughts, like waves on waves.

And would they—what they never will,
And could they—what they never can,
Turn back through space as 't were a span,
And stand again beside the rill,

Its shallow rythm, as it glides
Through tangled sedge and feathery ferns,
Would vex the wakening sense that learns
The chant of winds, the sweep of tides.

Yet sometimes, when the wind is low,
And sunken treasure of the caves
Shines faintly upward through the waves,
The old thoughts rises even so.

And while they watch as in a dream
The circling drift of ocean weeds,
They babble still of those green reeds
That crossed their swords above the stream.

—Helen Thayer Hutcheson, in *March St. Nicholas*.

Be True.

"Be true to your word, and your work, and your friend."

Editor Railway Conductor:

There are so few lady contributors to THE CONDUCTOR I thought you might have room for these few lines. As there has been so much written relative to the interior decoration of our houses, for nearly every magazine we pick up speaks of some new article of decoration, I wondered if it would not be as well for the most of us to gild ourselves with the virtues which constitute a noble life in trying to be unselfish, tender and true, teaching our children that which is right and strive to make our homes the pleasantest places imaginable. A few good books, music if you can afford it, games that will interest them, and enter with them into their pleasures. Let them invite their little associates in, and then be watchful of their actions, guiding them in the right direction, to endeavor to live the "golden rule" at all times.

Gain their confidence, teach them to be polite, which will make them more noble and lovable.

These acquirements make our homes happier, and the children who strive to love and please, forgetting self, will set an example for others. And such decorations tend to build up a noble life.

For character is what God and the angels know of us, so let us look to the formation of our children's.

By the fireside the light is shining,
The children's arms their parents twining,
From love so sweet, O who would roam,
Be it ever so homely home is home.

LIDA CRANE.

The Midnight Sun.

Just beyond Cape Lisburne, on the Arctic coast of Alaska, some five hundred miles above Behring Straits, are extensive coal mines. The coal is easily mined, and the Arctic whaleships make these mines a rendezvous.

In midsummer there is a period of a few weeks when little or no whaling can be done on account of the ice. During this period a "tender" arrives from San Francisco with supplies of fresh provisions, the mail, etc., and carries back whatever whalebone and oil the whalers may have secured.

The arrival of the tender is the most important and most looked-forward to of any event of the season, as she is the only link that connects the whalemens with the outside world during a period of eight or nine months.

This midsummer period is during the time of the midnight sun, and there is continuous daylight for about six weeks.

In 1887, twenty-three whaleships lay at anchor off these mines. Shifts of men were working during these twenty-four hours of continuous daylight, laying in coal for the coming cold days and nights of autumn. Every one of the eight hundred and fifty, or more, men frequently scanned the horizon, eager for the appearance of the tender; for it was the middle of July, and not a word had been heard from home since the middle of March. Day after day the sun had coursed around the horizon, but not dipped below it. One vessel after another laid in its supply of coal, and was anxious to be off, but still no tender came. She was due the first week in July, but the 12th, 13th, 14th and 15th of the month came, and yet no news from her.

Regular watches were kept on board the vessels as if the sun rose at 5 o'clock in the morning and set at 6 at night. Even our rooster clung to his old habits and slept through the night of daylight, without deigning to crow until between 4 and 5

o'clock in the morning. The various masters, anxious to be off, met first on this vessel, then on that, to discuss the delay in the arrival of the tender and to decide upon a united course of action in case she did not appear soon.

Toward noon of the 16th a faint mirage was seen off the cape. Very little air was stirring, and the mirage grew more and more distinct until the tender was seen in every spar and sail, as clearly outlined in the smooth sea as if drawn on glass. But she was keel up!

Three hours later the vessel's hull was in full view above the horizon. She was under full sail with flags and colors at the mastheads, bearing the joyous signal of news from home.

It was nearly 11 o'clock before she reached her anchorage. Not to waste any time, the captain had a boat lowered, and before the tender's anchor was let go, we were alongside.

No words can describe the situation or our feelings as we reached the deck. Hands were shaken, a few anxious inquiries hurriedly made, and then each man betook himself to some quiet corner with his letters, to read the messages from the loved ones at home.

As I sat on the rail, looking astern of the vessel, dreamily picturing scenes at home, I looked out over the vast expanse of ocean. Here and there floated a cake of ice. All was so still, so solemn, yet in tune with my thoughts. The short, choppy sea kept the rudder creaking. The sun, far above the horizon, cast a clear, mellow light—so clear that the distant hills on the shore were distinct in every contour—and the rigging of every vessel riding at anchor on the short, rolling sea was sharp in outline.

With my camera resting on my knee, I took an instantaneous photograph as the sun came out from behind a veil of clouds and cast its long sheen over the sea from the horizon almost to the very stern of the vessel.

Entirely wrapped in my reverie, I sat watching the ceaseless sea, and the glow of the sunlight, thinking only of the world so many thousand miles away. Four months of hardship and danger were yet ahead of us. This little craft would carry our messages home, but with her would go all communication with the world until we ourselves entered port. What changes might these months bring forth!

"Man the 'Lucretia's' boat," was the rude intrusion upon my reverie, and five strong oars were soon carrying us to our own vessel.

As the captain and I came over the rail, the man at the wheel struck eight bells.

"Just midnight," said the captain.

"And here is the midnight sun," I added. Suit-

ing my action to my words, I took another picture looking off toward the vessels that lay straining gently at the anchor-cables.

Yellow as the light was, both pictures came out well. Fine detail may be lacking; but the pictures bring back a flood of recollections as they recall the dangers of that season in the Arctic, and our entire isolation from home, civilization and the world.—*St. Nicholas.*

Something About "Lunches."

Editor Railway Conductor:

I notice in your issue of March 1 an article from J. H., in which she asks, "why don't some of the ladies write and tell what they put up for their husband's lunches." As putting lunches happens to be a part of my work, I will tell you some of the things I prepare for them. As my husband does not wear the "blue and gold," he being just an ordinary freight conductor, he does *not* disdain the lunch basket or bucket providing it contains a good, substantial lunch, and plenty of it. I must admit it is sometimes rather perplexing to know what to put up for a lunch, especially when one must be prepared in a hurry; but there are some things I try to keep on hand, especially in the winter time. I make all our bread, pies and cakes, make all our pickles, jellies and preserves, and can all kinds of fruit that I can obtain, so that in winter time, even on short notice, I can go to our cellar and put up quite a good lunch. Three or four slices of good homemade bread and butter, a few slices of any kind of cold roast meat, chicken or turkey, a generous piece of mince pie (my mince meat I also make), the same of fruit cake, a few pickles, a piece of cheese, and some canned fruit or preserves makes a good lunch. A jelly glass with tin cover is nice to carry the fruit or preserves in; and don't forget (as I have several times) the spoon to eat them with.

I do not put up tea or coffee as my husband does not care for either. Cold rice pudding, if made good with plenty of raisens in it is nice for lunch. Also cabbage salad or potato salad, hard boiled eggs, Boston baked beans, and when in season fresh fruit of all kinds, young onions, radishes and pickled beets, oranges and bananas. My husband says he had rather have one good lunch from home than three meals such as he gets while on the road. I think if any one is deserving of good lunches it is the freight men who are (many of them) often obliged to go without their meals and get very poor ones when they do get them away from home. So next to being good wives and mothers, in my opinion we should at least *try to be good "cooks."*

L. M. C.

PHILADELPHIA, March 12, 1891.

Editor Railway Conductor:

Erickson Division, No. 5, L. A. to O. R. C., celebrated their second anniversary on Feb. 24, with a musical and literary entertainment and basket party. The event of the occasion was one which passed off with credit to the committee of management, as the ladies worked faithfully to make it a success.

C. C. Wm. J. Maxwell, of Division No. 162, delivered the opening address which contained some very appropriate remarks. An interesting program, which all enjoyed to their heart's content, followed. We closed our entertainment at 10 o'clock, then came the basket part of the program. Wm. White, of Division No. 162, acted as auctioneer and performed his part well. There is one thing we cannot understand and that is why Mr. White does not take up auctioneering as a part of his business. I am sure he would make it a success.

I wish to thank the members of Division No. 162 for their kindness in assisting us at our anniversary, and also for being so liberal with their pocketbooks. But how could they do otherwise when they saw such beautiful baskets filled with luscious fruit. The temptation was too great, they could not resist it if they wanted to. But we thank them heartily for the interest they take in us.

Yours in T. F.,

MRS. B. WILTSE.

The Worm Will Turn.

Badgering Attorney—Insanity runs in your family, I believe?

Long-suffering Witness—Well my grandfather quit gathering rags to become a lawyer.—*N. Y. Sun.*

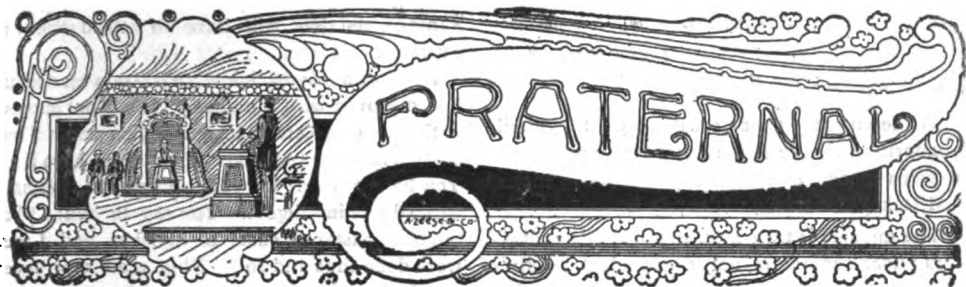
The reason that a woman never forgets to mail a letter is because her pocket is so hard to find that she prefers carrying it in her hand and consequently is bound to remember it.

A Wise Precaution—Col. Greytop—"Miss Uptown, I should like to introduce an old friend of mine—a soldier—one of the Balaklava Six Hundred."

Miss Uptown—"One of the Six Hundred! Oh, colonel, hadn't I better see mamma first?"—*Life*

Inspector of Police—Why didn't you report at eleven o'clock, as I told you to? It is after twelve now.

Detective—Confound it, sir, one of those pick-pockets I was shadowing has stolen my watch.—*Puck.*



Montana Division No. 272.

WILLISTON, N. D., Feb. 27, 1891.

Editor Railway Conductor:

By request from the Brothers of Division No. 272, or of a part of them, I am asked to "say some thing" about this division (272). In the first place there are not many outside of our own road that know anything about the Great Northern Railway, but such does exist, and away up here in Montana we have a division of the O. R. C. No. 272. This division was organized on January 25, 1871, with eighteen charter members, and a better lot of "Fabers and ticket punchers" could not get together in any one place to organize. This new division is called Montana Division No. 272, as Glasgow is a division station and in Montana. Some of the "boys" have had charge of a train when the "Old Orders" were in use, but the being away from home after the "New Orders" were put in force, left them at sea. They, together with a few more, were the ones who now compose the charter list of Division No. 272. Every division meeting is largely attended and great interest is taken in their work. New members are coming in at every meeting, and this division promises to be no *drone on the market*.

To say that a better C. C. could be found than Brother H. J. Gleason is a thing that would be hard to do; and all who happen to meet with us will say: "Your C. C. is up to his work."

Then there comes O. P. Brigham, A. C., who never gets "rattled" when called on to take his turn "out," always has his order right before starting.

Well, boys, I will tell you now of a Brother that we have in Division No. 272, who is our S. & T. He is an "Irish Yankee," J. M. Hines, full of Irish wit, generous to all in his way, and never lets a good "turn" go whereby he can do a Brother a favor. We know this by experience in the days that have gone by; always happy if he is a "sick Indian" sometimes.

The writer was not permitted to be present when this division was organized—was out on a run—but our heart was with them. Our Brothers are master, L. L. Hawley, who will do almost any-

all working in harmony with each other and for the company's interest, also our popular train-thing to accommodate the boys to attend division meeting, but they also know that Mr. Hawley is trainmaster. Here let me say for those that do not know how long our division is, will say it is 550 miles long, besides an extension of 100 miles, so you see Mr. Hawley has his hands full. To help him out he has as chief clerk Mr. Joe. Moverly, who is a *man* in all its meanings; full of business; open heart, and he, like the "Irish Yankee," is a man to tie to as long as you keep right and do not use too much Indian medicine.

For fear you, Brother Editor, and all who may read this will "get tired," so I close for this time, but will say success to you all.

Very truly yours in P. F.,
WAR.

Clover Leaf Division No. 254.

FRANKFORT, Ind., Feb. 25, 1891.

Editor Railway Conductor:

As I haven't seen anything in regard to Clover Leaf Division No. 254, I thought it might be well to mention a few things that it might be known that we are alive and at work. We have been fitting up a hall of our own at considerable expense, consequently we have been very busy, having scarcely any meetings, but we have put from one to more through some of the degrees. We have the best of material and I can't see why we can't have one of the brightest divisions in the Order. Our hall is nicely located. It is the old F. & A. M. hall, located about midway on the west side of the square. There isn't anyone that occupies it but the B. of R. T., so we are not bothered scarcely at all.

Our officers for the ensuing year are: C. C., Wm. Businger; A. C. C., C. A. Howard; S. and T., B. F. Haselton; S. C., H. J. Hille; J. C., George Campbell; I. S., J. J. Downes; O. S., J. F. Miller; Delegate, Wm. Businger; Alternate, H. J. Hille; Trustees, John Daily, N. C. Wood and Geo. V. Keefer.

We are generally in favor of not federating.

Yours in P. F.,

G. V. K.

A Mistake.

January 27, 1891.

Editor Railway Conductor:

While sitting at home with my little family, pondering over the management of our different western roads, I thought of the above subject, "Mistake," for mistake it surely is.

The mistake is this, first, in not making all officers under general manager out of the ranks of train service men. It is a fact that good conductors make good trainmasters and superintendents. This has been fully demonstrated on many different roads, and while you have abundance of good material in your train service ranks, why pick up a man and put him in as trainmaster or superintendent when you know full well it is impossible for him to direct any conductor how to do work to save time, money and labor for the company. Many, many dollars are not earned on a division of a road by not having a competent trainmaster. These office men, as you must call them, are of no use to the train service at all, and the superintendent must surely be blind not to see it, while a poor conductor can see every day he passes on his trip where the company have lost in transportation. Why and when, I am not supposed to explain, neither am I drawing pay for only running my own train, small pay at that.

But while you, general manager, are looking for some way and how you may curtail expenses, why not see why your expenses are so large and your earnings so small? Why is it, Mr. General Manager? It is merely because your operating expenses are not looked after in the right way. Put a trainmaster and a superintendent in your offices that can ride out on the road on an old freight and see if the men are all working to save time and money. Those office trainmasters and superintendents cannot see this unless they are practical train service men. They will look beyond it and see less, even nothing. Your office man does not know where to look. Thus you are out an immense amount of money and labor and no returns for it. We have some divisions in the west on which the company has lost from one thousand to three thousand dollars per month by having an incompetent trainmaster. This we know by seeing with two good eyes.

Mr. General Superintendent, you will not need a traveling conductor if you have train service trainmasters; your train service would not be down, you would not lose trade by delays, you would not be cursed by the patrons of the road.

Put a competent train service man in your office and I dare say you will soon see your train service improved and all men work to your ad-

vantage, as they will have to attend strictly to business.

It seems a pity to know that train service has not improved with the times. It will not improve without a complete change in office men. Train service men for train service and you have it all. You have a man in your office; he is smart, shrewd and intelligent. You say to him: "You are trainmaster of such a division and I want work done thus and so." This man may understand what you want done, yet he cannot come out and tell an old conductor how to do it. Then he and you both get left and the work is left undone to the detriment of the company.

Now I wish some good superintendent would start out with the new year and make the change and see the good result therefrom.

CONDUCTOR.

Lost, Strayed or Stolen.

BELLows FALLS, Vt., Mar. 2, 1891.

Editor Railway Conductor:

Does any one know anything about Bellows Falls Division 233? O, yes, they are alive. Am not surprised to hear that question asked; am only surprised that it was not asked before. Well, we will begin back a little. After our last Gaand Division met, owing to a little misunderstanding of the proceedings, with some of the Brothers it was a little up hill work for a while, and then on account of quite a rush of freight it has been almost impossible to get enough Brothers together to hold a meeting. December 13th, we had a meeting and elected officers. January 24th was the next meeting we could hold. At this meeting we installed our officers and received four petitions for membership. February 28th was the next meeting we were able to hold. At this one we worked the first degree on one candidate, the other three being unable to get here on account of work.

Our division is small with poor ehance for being a large one, but it looks now as though we should have more new members this year than we have had since we were organized. Only lost three members by the Grand Division striking out the strike clause.

Yours in P. F.,

CORRESPONDENT.

What is Needed.

PEKIN, Ill., March 8, 1891.

Editor Railway Conductor:

As some important changes in the laws of our Mutual Benefit Department will be proposed at the next session of the Grand Division, it is time that we began to consider what this department needs.

Of course it is understood that the relations between the Mutual Benefit Department and its members are based upon contract the terms of which are set forth in the laws made by the Grand Division for its conduct and government.

It would seem that three things are essential to the safety and satisfaction of both parties to this contract; that is to say, to the department on the one hand and its individual members on the other.

1st. The terms should be definite, specific and certain.

2d. They should be such as to offer the greatest amount of benefits consistent with safety to the department.

3d. The contract should be carried out *strictly in accordance with its plainly written terms.*

Having now set forth what I conceive to be the elements essential to a sound and successful mutual assessment insurance, let us proceed to consider how far these elements are present or absent in our Mutual Benefit Department as it now exists. By so doing we shall perhaps see what changes are needed. Taking up the first of these we have the question: Are the terms definite, specific and certain? I make bold to claim that they are indefinite, vague and most uncertain. Now don't trust to your memories but take up the laws of our own Mutual Benefit Department, turn to Art. 15, page 42, read it carefully and then say if you think that any mortal can say with *certainty* in every case that the "claimant is" (or is not) "and will ever remain totally disabled from performing *any labor* whereby he can maintain himself or family."

The uncertainties of an injured person's *present* condition have frequently been such as to create grave doubts in the minds of medical experts. How then do we expect to tell what changes the *future* may bring about? I imagine what an amount of dissatisfaction must be the result of vain endeavors to do equal justice on such a basis as that afforded by this law.

When may a man be said to "maintain himself or family?"

Jay Gould and I both maintain ourselves or families and so does our mutual friend, the watchman at the crossing, who has less income and more family than either of us. And yet, vague and uncertain as this law is, we are informed that it will be proposed to make it more vague, uncertain and perplexing still, by allowing a claim where the member becomes incapacitated from acting as a railway conductor. It is also proposed to do away with medical examination. Thus obliging the Mutual Benefit Department to carry all who are or may become members regardless of their physical condition.

Such changes would, no doubt, increase membership, for the proposition is most liberal. But when we consider the operation and effect of such an undertaking are we not caused to wonder which will occur first: the dissolution of the Mutual Benefit Department from inability to collect increased assessments, or the insanity of the members of the Insurance Committee in their endeavors to adjust claims. I don't want to suggest that there is, or ever will be, a dishonest member of the Order; but consider for a moment what a door will be opened, what temptations and inducements will be held out for fraud and perjury by such an amendment!

Let the youngest and healthiest of you go to a sound and reliable insurance company and offer it \$200 per year to insure you for \$2 500 against the foregoing contingencies. Do you think a reliable company will take such a risk? I do not. The officers of the company will be apt to say to you that while it is true that insurance is founded in benevolence, it is also true that an insurance company or a Mutual Benefit Department like ours cannot be sustained as a benevolent institution. The act of benevolence proceeds from you to those dependent upon you when you take out a certificate in their favor. The Mutual Benefit Department can afford you the opportunity to exercise your benevolence, but if it does not conduct its affairs on a strictly business plan, you as a member will be imposed upon and your beneficiary may eventually fail to realize any benefit. I say you will be imposed upon because an act to be benevolent must be done voluntarily and from a sense of duty.

If those who have in charge the execution of the laws see fit to contravene the law and order an illegal assessment simply because it seems to them that nothing but charity will reach the case, then your act in paying that assessment has no benevolence in it, and their act in holding the law in contempt is neither charitable, benevolent nor businesslike, but deserves a very much harsher appellation.

I find I am diverging and will return to the subject and ask you to consider deeply between now and the next meeting of the Grand Division how far you think the Mutual Benefit Department can reach in holding out benefits. I shall offer no arguments on this second element but leave the matter with those interested, simply advising that they take the matter up with experts with a view to learning how far we can go in safety.

My own idea is that we ought to undertake to pay only as follows: For death, loss of eyesight, the loss of a hand or foot, with perhaps three-fifths of the whole amount of the benefit in case of the loss of one eye. "Loss" to be construed

to mean that the hand or foot must be actually severed from the limb or body. When you attempt to pay for the loss of the use of a hand or foot you are apt to be confronted with uncertainty, but in view of the above proposition there could scarcely be anything of the kind. This scheme will not glitter like the present one, nor does it seem as pregnant with benefits as the one to be proposed, but it is certain and safe and I believe we can go to the members of the Order with it and convince them that we can insure those who want *insurance* and who don't seek to get something for nothing on a better, cheaper, surer and more satisfactory plan than can be found elsewhere. Especially if we can reduce the expense of conducting this department.

We now come to the third element and the question is raised: Is the contract carried out strictly in accordance with its plainly written terms?

For answer take up the printed proceeding of the last regular meeting of the Board of Directors and, beginning at page five, read as far as you want to.

You will see that the board entertained and permitted a motion to be carried which had for its object the declared purpose of setting aside the law for the purpose of compelling the members of the Mutual Benefit Department to pay an assessment which nearly every member of the board acknowledged was invalid.

The great difficulty seems to be that the Mutual Benefit Department is expected to perform too many functions. There are too many of us who will not be content unless it can be made to relieve all the ills that conductors are liable to.

Whenever a Brother, who, when in health, showed a willingness to help himself and make provision for his family, is so disabled as to be unable to suitably provide for those dependent upon him, then he should be relieved, not by the members of the Mutual Benefit Department alone, but by the whole Order by personal and individual contribution. Unless his claim is valid as against the Mutual Benefit Department.

Yours in P. F.,

NORMAN WATKINS.

Mountain Division No. 255.

MEDICINE HAT, Wyo., March, 10, 1891.

Editor Railway Conductor:

Since writing you last telling you of the trouble caused by spotters, the company have investigated all the cases and I am happy to say all but two of the Brothers are back at work.

Bro. Greene has gone south to try his fortunes on your side of the line.

You will see by the monthly returns sent to-day that we are sometimes getting new members. If we do not progress very rapidly, we are not losing ground.

Winter has about finished his visit and although not a severe one we are not sorry to bid the old fellow good bye.

Up to the end of the year business was very good, January and February somewhat dull, but this month it has commenced to brighten. As we are paid by the mile, \$2.60 per 100 and \$6.00 per month bonus, more miles more money, one crew in September earning 6,200 miles. The average for the year will be about 4,500. We are also paid for switching at terminal points, conductors 20c per hour, brakemen 15c. Promotion on this division goes by seniority; strictly, then, if a brakeman fail as conductor he is relegated to the ranks until he learns the trade. Our assistant superintendent, Bro. Niblock, hires no conductors, all having to start from the bottom. As he is impartial, at any rate as nearly so as any man can be, there is little or no grumbling at his decisions.

By the way, how is it that little men are such rustlers? Mr. Niblock is small, but to his energy we and the public generally owe one of the finest hospitals in the dominion, situated here. The building is of variegated sandstone, got within two miles of the town, two stories with basement and attic, and cost, with furnishings, \$21,000. The furniture and bedding was nearly all supplied by friends of the work, the O. R. C., A. F. and A. M., I. O. O. F., S. of Temp. and Orangemen each furnishing wards which are to be used by members of the several orders in preference to those not members. The Duke and Duchess of Connaught furnished one of the public wards. Nearly every one traveling over the line has contributed in one way or another to the institution. In addition I want to say, and don't think I am boasting, we have the best surgeons on the continent,

There, when I get on the subject of the hospital I am apt to forget myself, but I cannot help it when I think that the inception, carrying on and completion of the work is due to a member of the O. R. C.

You will notice a blot on first page. It is unnecessary for me to say that I use a fountain pen. Fountain pens and old stovepipes are responsible for an awful abuse of scripture language.

Yours ever in P. F.,

J. N. RANKIN.

Sunbury Division No. 187.

Feb. 23, 1891.

Editor Railway Conductor:

At the regular meeting of Sunbury Division No. 187, Order of Railway Conductors, held Feb. 22, 1891, the following resolutions were unanimously adopted:

Resolved, That the thanks of Sunbury Division No. 187, O. R. C., be and are hereby tendered to Rev. F. H. Shermer, W. C. Farnsworth, Bro. G. O. Sarvis and Miss Carrie Kline for courtesies extended in making our first anniversary and banquet a success.

Resolved, That these resolutions be spread upon the minute book, a copy sent to Rev. F. H. Shirmer, W. C. Farnsworth, Bro. G. O. Sarvis and Miss Carrie Kline, also published in THE RAILWAY CONDUCTOR and Sunbury News.

G. H. ELLENBERGER,
W. H. SHAFFER,
N. FERTICH. } Committee.

Claud Champion Division No. 227.

LINCOLN, Neb. March 9, 1891.

Editor Railway Conductor:

Business on the B. & M. is dropping off and in consequence thereof a special from the Q visits Plattsmouth, Omaha, and Lincoln with a gun. At Plattsmouth 212 men from the shops were unceremoniously discharged. The majority of these were heads of large families, and in consequence of being dismissed without notice the most of them are left almost destitute.

At Omaha 50 clerks were called to the stall and handed time checks.

No pains are being spared to reduce the operating expenses, and wherever a man is found whose work is required only a portion of the time he is dismissed.

Bro. Ward is to be found at his office on N street, where those wishing to speculate in houses and lots can always get a bargain and an honest deal.

Bro. Byron fills orders at the grocery and gives sixteen ounces to the pound.

Yours in P. F., JOE.

Chicago Division No. 1.

CHICAGO, March 4, 1891.

Editor Railway Conductor:

Illinois conductors are weary of reading these bids that are being made from "our dear country districts," such as Detroit, Indianapolis, Terre Haute, &c., &c., to secure the location of our headquarters. Why the more they preach the more they are convincing the membership of the Order that it *will* come to the "Mecca" of Illinois

just as sure as the Grand Division votes on the question. To my disappointed brethren on this subject, I invite you all to come to our house warming in 1893. This letter will be closed until our next regular hint on this "Grand Division location" unless World's Fair advertising fails to secure to our Order the protection and consolation that Chicago can alone afford.

Yours in P. F., F. S. S.

Harvey Division No. 95.

McCook, Neb., Feb. 20, 1891.

Editor Railway Conductor:

At a special meeting of Harvey Division No. 95 held Dec. 22, the following officers were elected for the ensuing year:

C. C., F. C. Stuby; A. C. C., L. C. Wolff; S. & T., Frank Kendlen; S. C., W. G. Reddin; J. C., Ed. Kane; I. S., A. L. Nolan; O. S., F. M. Washburn; Delegate, Frank Kendlen; Alternate, F. M. Mundy.

Yours in P. F.,
FRANK KENDLEN,
S. & T. Div. No. 95.

Toledo Division No. 26.

TOLEDO, Feb. 13, 1891.

Editor Railway Conductor:

I have often contemplated writing a few of my thoughts to the journal, but my heart as many times failed for fear of the waste basket. But as I do not see anything from Toledo Division No. 26, and in order to hear anything from them I guess I will scratch a few lines.

We had a good meeting last Sunday; by the way, we initiated two and more to follow. We have the right man in the right place and that is our worthy C. C., faithful, energetic and a hustler.

Brother Hugh Carnes has been very sick. but is better.

Brother Powers was off on account of bad cold, also Brothers Stotts. Charles Wells has been running cars that has the varnish on the outside. He makes a nobby conductor

Brother Hemenway got caught in the jaw. He said it was because he did not clear.

Brother Buckmaster's wife is very low with consumption, caused by La Grippe.

Business on the L. S. & M. S. is falling off a little, but we cannot complain.

Brother Elliott left his caboose hang out and Brother Rockwood found it. The caboose looks a little worse of it.

If this does not find the waste basket I may write again.

Yours in P. F.,
G. J. B.

Palestine Division No. 77.

MENOMINEE, Mich., March 9, 1891.

PALESTINE, Texas, March 3, 1891.

*Editor Railway Conductor:**Editor Railway Conductor:*

As there has at last been a correspondent appointed for Division No. 77, and great things consequently expected, I thought it would be a pleasant occupation to just fool some of those Brothers once and not say much.

Division No. 77 is still alive and not a bit on the decline as some people would suppose, judging from their long silence.

We have a good lot of members, and, although no new members are coming in at present, it is because we have got all the available timber to be used, although there are several good young runners who, when they had arrived at the proper age of experience, would have been welcome. As it is, we do not complain, and continue to hold the even tenor of our way.

The B. R. C. has a division here and are picking up all the tid bits, but the old heads are sticking close to the old reliable, and are working under the maxim "Quality not quantity."

Business on the I. & G. N. is terrible dull at present, but all are hoping for better times. I think if the Dutch clock was banished it would not take long to see shippers begin to open their eyes, and then the employes would have a chance to make a fair living. We are all waiting anxiously for the Deep Water subject at Galveston to be settled, thinking that some way the I. & G. N. will be benefitted.

We have a fine set of officers here and at Houston. Mr. T. M. Campbell takes the place of our late co-receiver, J. M. Eddy, now deceased; Mr. T. G. Golden, general superintendent, whose fairness and good judgment is known far and wide, and Brother T. J. Ray is trainmaster for all lines south of Palestine, is known as a friend to the conductors; Mr. G. W. Bartholemew is trainmaster for lines south of Long View to Taylor. We have the best lot of dispatchers in the state, with G. W. Hughes chief, under Bartholemew, and C. L. Smith under "Ray."

To-day I received a notice of assessment in the Insurance Department, and I wish to impress upon the members of the O. R. C. to not let this go by. Take out a policy, boys, you won't miss the money, and then think how nice that little \$2,500.00 will come in to your wife or mother who is depending upon you for support. I would like to have every member read Brother Retallick's article in THE CONDUCTOR of February 15th.

Well, not knowing how this first trip is going to pan out and not wishing to have too large an amount of "hereafters" to settle, I will close.

Yours in P. F.,

"BOB."

I've been reading THE CONDUCTOR, boys, lately.

Of the cap with the gilded gold band,

Of the end of the slimy old spotter,

Chained in hell in that far away land,

And it brings back to mind times of old, boys,

Way back in the year Sixty-Six,

When a good band of boys out of Erie,

Got themselves by these same in a fix.

There was Bonnor and Upson and Bailey,

John Van D., Billy Brecht and Bill Spain,

And a score more of gold banded nobles;

'Twould be hard now to match them again;

They were called up and danced on the carpet,

And scattered broadcast over the land,

On the strength of the same old, old story,

They are thieves, said that Pinkerton band.

And then George DeCamp, the old lawyer,

Took a hand at this miserable crew;

He raked the whole kit and caboodle;

Told their lives since they came into view,

There was pock-marked old micks and two niggers:

There was Dutch and the devil knows what,

That was tried by the old Pennsylvania,

To make thieves of this grand good old lot.

Well, the boys took their grips and left Erie;

Kissed their wives and sweethearts good bye,

Turned their faces away from their homes, then

With God bless you, and tears in each eye,

Left their homes, left their all, they were branded,

Like a convict transported away,

By the oaths of these white-livered devils;

They were Pinkerton's under full pay.

The boys from that time till long after,

Had no use for that gilded gold band,

So 'twas laid away sadly to look at,

While at braking they again took a hand;

They were watching and waiting and starving

Far away from the ones they held dear,

Just because these same Pinkerton hoodlums

Said the boys they were thieves—do you hear?

Well, 'tis said that the ways of Almighty

Is just hard for us all to find out,

And I guess he's forgotten or skipp'd it;

He should give them a belt on the snout,

When the Lord comes to gather his angels

I for one think the gilded gold band

Will be looked for, and we all together

Be called to that beautiful land.

—A. B. BeDELL,

Ex-conductor M. & M. Div., Louisville & Nashville Railway.

R. E. Lee Division No. 205.

NORFOLK, Va., Feb. 28, 1891.

Editor Railway Conductor:

At our regular meeting, January 25, under dispensation from G. C. C. Clark, we held our election of officers, resulting as follows:

T. J. Lossiter, C. C.; W. T. Cheek, A. C. C.; C. B. Armes, S. & T.; R. G. Waddy, S. C.; J. G. Kornegay, J. C.; T. J. Lanier, I. S., J. C. Judkins, O. S.; L. Ellison, committee, two years; S. M. Lewis, committee, one year; C. B. Armes, Delegate, and J. W. Baylor, Alternate.

Division No. 205 commences the new year with bright prospects, making additions to her membership at every meeting.

Our C. C. elect is an old timer, having run the punch on the old A. M. & O., now the Norfolk & Western Railroad, for the past twenty-five years.

Our A. C. C. runs the tickets, please, on the Seaboard & Roanoke Railroad; a road that was never known to get rid of a faithful employé.

Our S. & T. holds down the rear end of 75 empty coal hoppers on the N. & W., and all that is needed is to say he has started on his fourth run with the key to the treasury.

Our S. C. carries the punch on the famous Norfolk Southern Railway running through the Dismal Swamp of Virginia and North Carolina, and having held his position for the past eight or ten years is enough to recommend him as a conductor of grit and energy.

Our J. C. also runs on the S. & R. Railroad and is well capable to hold down his position.

Our I. S. is an old timer on the new railroad, having run local freight for the past twenty years, which is enough said.

Our O. S. is a young gentleman of pleasing address and well qualified to guard the entrance to the fort, a position I think one of the most trying and responsible of any in the gift of a division.

Now, Brother Editor, for fear that I may tire you and this go to the waste basket, I will only add a few more lines and then close.

First, I want to say for the benefit of the 66 and all those who were afraid that it would injure the Order, that since the objectionable strike clause was eliminated from our obligation, Division No. 205 has gained an addition to her membership of twenty-two with eight more petitions on hand, and others in sight, and I candidly think by our next session of Grand Division will run up to near forty additions in the first year of our freedom. Don't you think the lukewarm ought to become red hot?

Second, we are in favor of federation, a national federation which will answer for both, for when we are nationally federated then we are system-

ally federated, also we feel the need of something of the kind with us, but at the same time will cheerfully submit to the will of a lawful constituted majority.

If this appears in THE CONDUCTOR I will be encouraged to try again.

Yours in P. F.,

SALTILLO.

Wilmington Division No. 224.

WILMINGTON, Feb. 24, 1891.

Editor Railway Conductor:

As it has been some time since you heard from Division No. 224, I thought I would try and send you a few lines.

Our division is in good condition. We have taken in a goodly number this year and the outlook is good for more. We received a dispensation from the G. C. C. to hold a special meeting in Delmar on Sunday, Feb. 22, and the following Brothers left Wilmington at 8:10 a. m. in special car attached to extra train No. 72:

J. H. Warfield, E. M. Dunn, J. F. Baldwin, John Workman, A. W. Mahoney and J. T. Sweeney, with Brother C. M. Waller as conductor, arriving at Delmar at 1 o'clock p. m., where we found Brothers B. F. Barker, W. C. Truitt, J. T. Layfield, O. Owens, C. L. Rennenger, W. Pierce, W. E. Townsend, P. W. Vincent, W. W. Grittney, H. M. Waller and Jas. Rustin to welcome us and took us to their homes for dinner. After doing justice to the abundance of good things that had been provided for us, we went to Red Men's hall, the use of which had been given us for the occasion. The meeting was called to order at 2:15 p. m. by C. C., J. H. Warfield, and regularly opened, and the Brothers living in Delmar who do not have a chance to attend the division, were instructed in the work, after which Brothers P. W. Vincent, James Rustien, H. M. Waller and W. W. Guthery presented themselves for advancement, which was done in good style. At 5 o'clock a recess was taken for supper. All enjoyed it as we had our dinner. We met at hall at 6:45 to attend church in a body, where seats had been reserved for us. Here we listened to a very able and interesting sermon by the Rev. A. D. Davis and some excellent singing by the choir. After services we returned to the hall and had a good and profitable time going over the work and hearing the Brothers tell how they had enjoyed the meeting. They were unanimous in the opinion that it was the best day they ever had in the O. R. C. It was truly a good day and I am sure much good was accomplished, and I want to say to all members of the Order and especially to members of Division No. 224, they lose much of the

benefits of the Order by not attending the division regularly, and I hope they will make an effort to be more regular in their attendance.

I want to thank the good wives of our Brothers in Delmar for providing so many good things for us, which contributed largely to the day's enjoyment. Division closed at 11:15 p. m. We left at 10:08 a. m. on Norfolk express for home, feeling it had been a day well spent, and I hope we will have many such days.

Brothers, come out to the division meeting and you will find it will do you good and make you better members of the noble Order, and will cause conductors that are not members to think about the matter, and I have no doubt will be the means of them sending in their names to become members.

Thanking all who contributed in any way to make our trip to Delmar so pleasant, I will close.

Yours in P. F.,

I. T. PARKER.

Valley City Division No. 58.

CEDAR RAPIDS, Iowa, March 2, 1891.

Editor Railway Conductor:

As Division No. 58 is scarcely ever mentioned in your columns, I shall endeavor to speak briefly of its doings. We think of *our* division as others do of *theirs*, that it is the *best* one in the Order; but we are quite deficient in some respects, first and most important of which is attendance. There are Brothers who are in the city every meeting-day who seem to manifest no interest whatever in our meetings, simply because they do not attend. Some Brothers seem to have grown cold in the service, others took offense at some "baby-talk" years ago and refuse to become reconciled, yet they are *good Brothers* and we shall look for them at each meeting. Now, brothers, pause and consider the matter; why did we unite with the Order? was it for "idle curiosity" or was it for the purpose of banding together for mutual benefit? Suppose we should all pay our dues and remain away from division meetings, what good could we accomplish? None. So let each member strive to perform his duty, and help and be benefitted by our presence at every meeting of our division possible. This is especially desirable as the time of meeting of the Grand Division is near, and business relative to its work comes before us at each meeting. Remember our division has new officers, and better men never filled chairs in a division room. We have decided to have a division sociable every two weeks, to which all members of the O. R. C. and their families are earnestly invited. Now, all turn out and let us have a grand, good time.

Yours,

X.

Sunbury Division No. 187.

SUNBURY, Pa., March 2, 1891.

Editor Railway Conductor:

With an unhesitating rap and word, I desire to again enter your sanctum with a few clippings and a resolution enclosed. We ask them space in the journal of our Order. They will tell you in themselves what Division 187 has been doing in the past, and what its future success must be if kept up by the Brothers with the assistance of their wives as was done lately. Too much praise cannot be given those that contributed their help to this our first anniversary and banquet in making it a success in every particular.

Rev. F. H. Shermer is the Baptist minister at Sunbury and if he can hold his congregation to as good attention as he did that of the conductors and their friends, he will certainly build a reputation as great as Mr. T. D. Talmage. As for Mr. W. C. Farnsworth, Esq., who is a lawyer ranking among the best, we predict a great future, as he, although young in years and practice, has grasped his profession already at the top and will not be contented to remain there but will reach farther and wider and is bound to reach fame while others are asleep. J. O. Sarvis is a member of this division and none but he could give such a picture of the growth of this division from its infancy up to the present date. When the division was first organized in that hall a few years before, there had been a fire there a night or so previous, and the room was all mud and water, now they had a nice hall, a membership of 42 and for the last year could send a report to the Grand Division that we doubt none other can better. We have gained in membership, and none have been suspended or expelled, and a treasury chuck full.

Miss Carrie Kline is a daughter of Bro. Robt. Kline. She has a rare sweet soprano voice, and her singing on this occasion was a treat that was a surprise to the majority of us, and the writer heard several compliments paid her days after the banquet. She is one of the leading ladies of Sunbury and takes a prominent part on all occasions where she can help to make them a success.

We held our banquet at the Clement house,—it consisted of eight courses and was one of the best.

A very funny incident occurred at the supper table. The waiter brought us in what appeared to be lemonade, and among our number were some strictly prohibitionists, and thought the drink one of the finest they had ever tasted and eagerly sipped it through their straws, when some one exclaimed it was the best rum punch he had ever tasted. You can imagine the looks of some when they heard the remark. Glasses were shoved back, but with some it was too late, they

had drank theirs, and by the expression of others it looked as though they wished the remark had come a little later. Bro. Cornell, of Harrisburg, was the gainer by the operation in securing seven extra glasses that others refused, the eighth one being too much for him though. Bro. Huber of Pottsville put the contents of a vinegar bottle in that and added some pepper sauce. Bro. Cornell's face was a study when he made the first sip from the glass through the straw. It is enough to say he drank water after that.

That Mr. P. Burrell, proprietor of the Clements house, of Sanbury, did his best by us was shown by the many pleasing comments passed by the brothers, and we recommend his house to the traveling people who have occasion to stop here.

On the evening of the 26th the door bell of your correspondent gave an alarm and it caused him to wonder what was up. It was ring, ring, ring, ring, ring, until his wife had opened the door and there it was a lot of boxes under the arms of a lot of ladies accompanied by their better halves and friends. It was a complete surprise gotten up by the wives of his brothers in P. F., who had come to spend a few social hours with him and his family. We can only say welcome and come again. I will not say what all was said or done that night but think that in my next letter I can say the Ladies' Auxiliary to the O. R. C. at Sunbury have a charter list of twenty-one names and that they have many dollars to start with. I wish every division would take it up and get their wives interested in it. It is a help to us we little dream of until we are sick or in trouble, then what a blessing it is when they come like ministering angles tendering their services to not only our wives or us, but as sisters who know us intimately and can help us much better than as only knowing of us, and in reality strangers. I say God speed the day when all divisions will have a Ladies' Auxiliary attached to them.

Well, I will beg leave to retire but must relate what was told me of Brother Vandyke. It seems the newsboy on Bro. Van's train was passing through the train when Bro. Van. called, "Here, kid, this lady wants some oranges," when a woman said to Joe, "Sur fur phawt or fur phwy do you call him a kid, is his mother a goat?" Joe smiles and walks on to the next car, and I leave the train.

MACK.

A Conservative Opinion.

BURLINGTON, Ia., March 16, 1891.

Editor Railway Conductor:

There has been so much said about federation, strikes, etc., in THE CONDUCTOR lately that I thought it might not be out of place for me to give my opinion on the matter. Statistics show that nine out of every ten strikes proves disastrous to the strikers, that is, they do not get what they strike for, and lose their time and generally their positions; but at the same time we must take into consideration, that the companies against whom they strike, while they come off victorious, do so at a heavy loss and there are very few if any of them wish to gain a second victory of that kind. Now, what are we to learn by these facts? Simply this: that the more demonstrations and the less strikes we have, the better we are off. Of course, it is necessary to have a strike once in awhile, or

our demonstrations would lose their effect. Still in my opinion it would be better to make haste slowly in this matter of federation. While I think we did the Order more good by eliminating the strike clause than has ever been done for it before still I think there are a great many things to be taken into consideration before we go any farther. In the first place our action in placing ourselves in an independent position as we did at Rochester, has not got through bearing fruit yet, and very few conductors in the country have anything to complain of, and when we have is time enough to take further action. A good soldier keeps some of his ammunition in reserve, and does not fire it all at once and thereby leave himself at the mercy of the enemy before the fight is over, and in the second place, we must guard against adverse legislation, for should we form a national federation, such as is talked of by some of our members, I am satisfied that before two years a great many of the states, if not the United States, would pass such laws that our federation would amount to nothing. For instance, the bill that is before the New York legislature now. I hope the members will think this matter over carefully, and while we have up to the last year been to one extreme, let us not in the exuberance of our spirits run to the other extreme, and thereby lose all we have gained.

Yours in P. F.,

CONSERVATIVE.

Editor Railway Conductor:

A warm personal friend of our late Bro. F. A. Johnson, his death comes to me as a personal loss, and I would be glad if you can find space for a few words in THE CONDUCTOR.

I well remember the many hours passed at his pleasant home in Milbank. Both Bro. Johnson and his estimable wife were always friends of "the railroad boys" and many pleasant memories cluster round their home, which was always open to us.

We shall miss him here below, but to us a less-on all,

When the Master shall us call to be ready one and all,

Ready for the trumpet's call.

Our dear brother has been called, to the brighter realms above;

So grim death doth friendship sever, and the strongest bonds of love,

For a fairer home above.

One by one from earth we go, Christ our Master wills it so;

Calls us to Him from on high, heavenly joys henceforth to know.

Our dear Master wills it so.

When below our work is done, and the Master calls us home,

Calls us to that heavenly home, nevermore to blindly roam.

From that blessed heavenly home.

Freed from worldly grief and care, in that bright home just over there

His ransomed spirit now on high, bids sorrowing brothers to prepare,

For that bright home just over there.

A. B. L.

Wants a Weekly.

Editor Railway Conductor:

You have stated several times that you had a large number of valuable communications you were unable to use for want of space. It seems to me that if material is so abundant, it is time we commenced considering the advisability of a weekly paper. As this will be the first suggestion of such a change, at least the first to my knowledge I will endeavor to be as brief as possible.

As a semi-monthly is better than a monthly so would a weekly be proportionately beneficial. We all know the paper as you might say is, "the tie that binds the life-blood of the Order." Circulating among the membership, educating, purifying, searching out abuses, suggesting remedies, inspiring the weak, encouraging the earnest and generally keeping alive the interest in our great work. There is to my mind not the shadow of a doubt, but this great influence for good would be doubled if it came weekly instead of at present, and the only question to be considered is the cost, whether or not the Order is able to stand the increased expense, and whether the paper cannot be made self sustaining or at least, to the amount of the additional cost of the more frequent publication.

It is a mistake to suppose no one but conductors are interested in the journal. I have never placed a copy in the hands of an outsider who has not found something of value in it. The question of organized labor is to-day interesting the American people more largely than any other matter, and the circulation of a weekly journal devoted to the interest of our particular branch of labor and friendly to all other fraternal and protective associations could have as large a subscription list outside our membership as within which would do worlds towards making us friends with the public and would besides thoroughly spread among the people, the modulation of our demands and the beneficence of our organization.

All that is required is a little exertion on the part of members, and the thing is accomplished. We have a membership say fifteen thousand constantly increasing. There is not one of that fifteen thousand who could not with a little trouble secure at least one subscriber; his merchant, bootmaker, barber, etc., and by the way what clean minded man would not patronize a barber-shop where he could pass his waiting moments with CONDUCTOR, *Fireman's Magazine*, *Engineers' Journal* or other high class labor journals, instead of the *Police Gazette* and kindred papers whose publication is an offense to public decency.

Another point is the advertising income; this by the efforts of members could be made vastly more valuable and hence increase the amount and remuneration. (Right here I would suggest to you, Mr. Editor, that conductors wear clothing, hats, shoes, as well as wooden legs and nickle lamps. Besides our large female contingency who always read the advertisements and never buy above mentioned articles, Is this not a field for your advertising solicitor?) But my appeal is to the brethren, read these advertisements, if there is anything you want and it is advertised in our paper, give our patrons the benefit of your purchase and when you do so write them why, and my word for it after a few sales made this way and official information of the why given you could

not chop that particular advertisement out with an ax.

I trust this matter will be discussed and decided so that the best interests of the Order may be furthered. In this hope I submit the question to the membership.

TEXAS KICKER.

DeSoto Division No. 241.

JEFFERSON CITY, March 11, 1891.

Editor Railway Conductor:

I may have over looked it in THE CONDUCTOR, but I do not think I did. I mean the list of officers elected for Div. 241. I mailed them in time I thought for the Feb. 15 number. Several of the brothers asked me what was the matter. I wish you would see that they are published. I will give them to you again: C. C., W. C. Turner; A. C. C., M. M. Kelley; S. and T., A. A. Comean; S. C., D. A. Dees; J. C., Thos. Maguire; I. S., C. T. Skyes; O. S., Thos. Davenport; Delegate, W. C. Turner; Alternate, W. C. Brown.

Bro. Hart of Div. 60 and myself are here in Jefferson City together with Mr. Parish of the B of L. E. looking after some bills we have pending in the legislature, an account of which we will give you in the near future. Our prospects are bright and we feel confident we will succeed in getting some of them through. We most earnestly beg of the railroad men in Missouri and in fact every place to wake up and look around themselves and ask have we a right to be protected by laws as corporations have a right to have laws enacted to our detriment. Bro. Hart and I have made up our minds to give this legislation a good airing to our companions of the rail between now and the next general election. You will get a letter for THE CONDUCTOR soon.

Yours in P. F., A. A. C.

O. R. C. Anniversary.

THE RAILROAD CONDUCTORS HAVE A VERY SOCIABLE TIME.

The local division of the Order of Railroad Conductors on Saturday evening celebrated the anniversary of the institution of Division No. 187 at Sunbury with a grand sociable at their hall and banquet at the Clement House and it proved one of the most enjoyable affairs that have taken place for many months. The hall was handsomely decorated and at 8 o'clock the festivities began. After a very appropriate prayer by Rev. F. H. Shermer, Chief Conductor George Ammerman informed the ladies and gentlemen present of the object of this celebration. Thereafter Miss Carrie Kline was called to the organ and sang several beautiful selections in a very artistic manner and received the compliments of all for the treat bestowed.

The presiding officer then introduced W. C. Farnsworth, Esq., who was selected as orator of the evening and the selection proved an excellent one, as the oratory of Mr. Farnsworth soon electrified his hearers. The speaker illustrated the immensity of railroading and its great importance in the commercial world and referred to the importance of this organization. The organization of the laboring classes, he continued, could be traced in history long before the birth of Christ, and it is to the wars between capital and labor that we owe more than any other

institution for advancement in civilization. The strife between these two distinct classes has frequently called forth organizations that under the guise of labor organizations have wrought great evil, but whenever a true organization had been formed for the advancement of the laboring man, the results have always been beneficial to them and to civilization as well.

"The workingman has often been misguided by designing persons, who misled them for selfish reasons," continued Mr. Farnsworth, "Whenever one class of men rise against another they must fall, but when men band together lawfully and for brotherly purposes then they must flourish and succeed. I have studied the principles of the Order of Railway Conductors and pronounce it the very perfection of a labor organization, and if its principles cannot solve labor entanglements, then these questions cannot be solved. The principles of the order if lived up to by all would do away with our jails and courts completely. Strikes, as a rule, cannot be too strongly condemned, and this order does not countenance them. There may be seasons for strikes, at times, but it is questionable if the grievances causing the same could not be better settled without strikes.

"The life of a railroad man is crowded with danger daily, and each conductor ought to take advantage of the insurance portion of the order. It is very beneficial and superior to all others. The railroad man should make provision for his family. Think of your wives, and daughters and provide for them at once." The speaker gave a resume of the organization from its infancy and also the history of Division 187. Mr. Farnsworth pronounced the order pre-eminent to any laboring organization that he had ever inquired into, and in conclusion commended its principles to all classes of labor.

The speaker retired amid a shower of applause and his eloquent address won him many flattering comments. The chief conductor then called upon G. O. Sarvis to which the gentleman responded speaking of the contrast between this meeting and the first of the Division a few years ago in this very room. Since that time the Division has greatly grown yet there are many conductors in this section who are not members. He longed to see the day when every conductor of this section was within the confines of the order.

Rev. F. H. Shermer was then called upon and from the very outset of his remarks the gentleman kept his audience in good humor. The initials "P. C." (Pennsylvania Conductors) were used by him in a very humorous story of a farmer boy, who thought himself supremely fitted for the ministry. Wherever he glanced, at whatever object he looked, he saw the letters "P. C." staring at him, and these he said meant "Preach Christ." At last he called upon his pastor and told him that he felt sure that it was his mission on earth to preach the gospel for the letters "P. C." were growing larger daily. His pastor thereupon told the youth that he was mistaken. C. P. did not mean "preach Christ" but "plant corn" and counseled the young man to go to work on the farm, which he did, and made a success as a farmer. Mr. Shermer told some very funny incidents in the ministers life, and his listeners were kept smiling until the gentleman finished his entertaining remarks.

G. O. Sarvis then presented the division with signal flags, the gifts of Mrs. J. B. Vandyke and Mrs. Charles Sarvis, which were accepted with thanks and placed in conspicuous places about the altar, and thereupon the entire party adjourned to the Clement House banquet rooms, where a magnificent feast was partaken of, which was of the extraordinary style that this hostelry is famous for, and the merry party was entertained until midnight around the festive board.

Those present were: S. A. Geasey, Nescopee; George O. Sarvis, Pottsville; W. E. Cornell, Harrisburg; and from Northumberland B. W. Sleppy and wife; E. M. McAlpine and wife; N. Nagle and wife; C. Toole and sister; I. W. Morrison and lady; E. Sleppy and wife, of Bloomsburg and S. M. Huber, of Pottsville.

From Sunbury were present: Robert Kline, wife and daughter; John Bell, wife and daughter; George Ammerman and wife; W. H. Shaeffer and wife; Nathan Fertich and wife; William Drum and wife; Martin Wolf and wife; J. H. Ellenberger and wife; A. J. Jones and wife; J. McDonald and wife; Charles Sarvis and wife; J. B. Vandyke and wife; S. Ruch and F. G. Randall, and the invited guests of the division which were: Rev. F. H. Shermer; Wm. C. Farnsworth, Esq., J. O. Downs and wife; Max Kaufmann, of Sunbury, and M. M. Shuman and wife and Harrison Hawk and wife, of Nescopee.—*Sunbury News of February 27, 1891.*

Minneapolis Division No. 117.

MINNEAPOLIS, March, 8, 1891.

Editor Railway Conductor:

At a regular meeting of Div. 117, at their hall, this P. M., their was a very serious idea come into the head of our old reliable and time tried S. and T., and he set it in motion in the way of a correspondent for the division. It being a lucrative position we all made a scramble for it and I being somewhat younger than the rest made a little better time than the rest and secured the plum. So I expect the brothers anticipate great results, so here goes. In the first place I want to say that we are alive and working with might and main for the good of the Order and swelling our number at every meeting almost. There are at present over eighty members in the division and think by the end of the year it will reach one hundred. Having members on most all the different roads running into the city it causes a good many to be out of the city on meeting day, although we never fail to have a good working majority and to spare and that is what makes a division in order. To make it prosperous the members must attend, for the more present the more interesting it is for all. And want to say for any brother that may be in the city on the second or fourth Sunday in every month at 2:30 P. M., Elks Hall, 101 Washington ave., so to give us a call for the latch string is always out for any visiting brother. Also that there will be a union meeting at our Hall, April 12th, at 10 A. M., for the benefit of delegates attending the Grand Division and discussing federation and other important matters that will come before that noble body. And a general invitation is extended to all brothers that can possibly get here, so come prepared and let us hear from each and every one from all sections. For the benefit of any one

arriving not acquainted with the city you, will find headquarters at the Nicotlet House where a special rate has been given for the occasion. This being the first official correspondence from the "correspondent" I will close. But look out for us in the future.

I remain yours in

P-F-EIFFER.

Delaware Division No. 37.

PHILLIPSBURG, N. J., MARCH 3, 1891.

Editor Railway Conductor:

The time is rapidly approaching when the Grand Division will again meet in its annual session and the question is asked, will such laws be enacted that will be beneficial to the members of our beloved Order or will they be governed by a conservatism so limited that the laws enacted will fail to result in any good to the Order or its members. The question of federation is an important one and in the last "CONDUCTOR," both sides was ably discussed. Some are in favor and others are not. It seems to me that it will have to come to it before long, that of national federation by which all classes of train men are united, making their interests alike, and why not? Is not every department of train service exposed to the elements or to danger as much as the other and let a comrade be injured, how quickly does the rest of the crew do all that lies in their power to ease his sufferings. It is high time that the petty jealousies that have existed in the past be cast aside and that we all unite on the one common Brotherhood of man determined to stand together and work, for the highest and best interests. If the different classes of railway employes were not united, how successful would each individual be in asking for an increase of wages and securing it. Not one in one thousand would secure it. The cry would be "Wrong time of the year to ask," or "we are not doing business enough to grant your request," many other lame excuses. Enough on this subject, as I will not take up room, that far abler tongue and pen than mine can use to a much better advantage.

Now as to insurance. First, Brother B, I want to say I am a crank on this subject, so if I talk a little wild kindly make due allowance. Our last assessment reads that we have 3964 members, which is a decrease of 400 since this time last year. What is the cause of it? Is not our insurance as good as it ever was? The question is very simply answered, yes, but because of the indifference of the members, the insurance feature is slowly dying of dry rot. I hope that at the next Grand Division a law will be passed making it compulsory to all new members of the Order, to take out a policy either in A. or B. class. Perhaps I am a little severe, but as I write this I have in mind Brother George Johnston a member of Delaware Division 37, who last October had a paralytic stroke and since which time he has been an almost helpless invalid. He is now at his brothers, dependent on him, except what aid the division gives him; where had he taken out a policy, would have been independent. Brother J. had no one dependent on him and it was not because he could not afford it but from pure neglect. We have other members who intend go-

ing in the insurance but they say they are not ready yet. They will wait until too late and then a wife and children are thrown on the cold charities of the world.

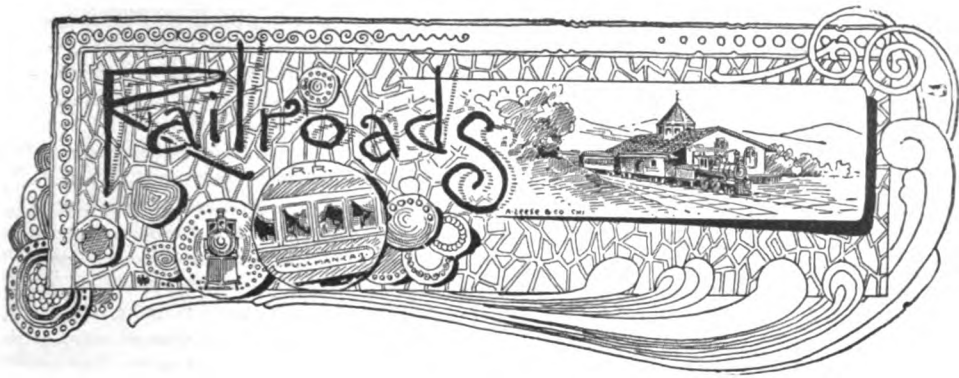
A little gossip about the Delaware Division and I will close.

First comes our C. C., Bro. George Shefflar who fills the chief's chair with both dignity and ability. Some time ago Bro. Geo., (who by the way is a regular attendant at the Presbyterian church) was approached by the pastor and asked to sign a remonstrance against legalizing horse racing and race track gambling, but on the plea of not knowing what to do with his small change. Bro. George refused to sign it. All who know Bro. Phipps our worthy secretary remember him on his epicurean habits and since his return from the last Grand Division at Rochester, he has taken a great fancy to roast goose, so much so, that not a great while ago he asked the probable weight of one and was told from ten to twelve pounds on the strength of which he offered \$2.00 for one. It was brought him and thinking it quite small after dressing it, he weighed it and the scales only showed six and three-fourths pounds. As he had invited company to help eat the goose, he had to purchase a couple of chickens to satisfy the wants of his guests. I trust you will not let Bro. Fitzgerald know anything about this escapade of Bro. Sam's. Bro. Phipps is also a great admirer of game fowls and being desirous of getting a certain breed, asked the gentleman how much a pound and was told thirteen cents. In his gentle way he declined paying such an exorbitant price but made him an offer of \$1.00 for one. The rooster weighed six pounds.

The smiling countenance of Bro. Hess is seen in Phillipsburg no more, he having been transferred to local freight between Jersey City and Flemington. The parting was a sad one for Bro. Hess, as this is the first time he has ever been away from home. In fact the very atmosphere was in sympathy with Bro. Ed, it being very foggy and damp when he left. Bro. J. A. Will-ever has been transferred back to Phillipsburg again in Bro. Hess's place. Bro. Jno. O'Hare on the High Bridge branch has been called on to pass through deep sorrow in the loss of his wife. The division passed suitable resolutions. Bro. Rowland's wife of Junction has been on the sick list since last October and at present is convalescent, at her present home in Dover. Those who met her in Denver and Rochester, will be pleased to know she is on a fair road to recovery.

All credit be given to the D. L. & W. Co., for their determined stand taken on their employes signing liquor licenses. Each one doing so was promptly discharged, but were reinstated on the withdrawing their names from the petition. It seems they have no fear of the brewers shipping their goods by other lines and their actions stand out in bold contrast to that of a neighboring railway corporation who issued an order to their employes forbidding them to go into saloons or drink either on or off of duty on pain of dismissal. The brewers took it up and threatened to ship over other lines and as a result the order was taken from Bulletin Boards. I fear I have already written too much for the valuable space of THE CONDUCTOR will cut it short and sign myself,

ST. JOHN



Railway Legislation in Texas.

The following bills have been introduced in the legislature of the Lone Star state, the one defining co-employés having passed both houses, while the others are reported favorably by the committees to whom they were referred. Brothers Ben Collins of Division No. 51, C. W. Schaff of 76 and R. M. Higgs of 57 are looking after the interests of members of the Order at Austin.

An act to define who are fellow servants and who are not fellow servants.

Section 1. Be it enacted by the Legislature of the State of Texas: That all persons engaged in the service of any railroad corporations, foreign or domestic, doing business in this state, who are entrusted by such corporation with the authority of superintendence, control or command of other persons in the employ or service of such corporation, or with the authority to direct any other employé in the performance of any duty of such employé, are vice principals of such corporation, and are not fellow servants with such employé.

Sec. 2. That all persons who are engaged in the common service of such railway corporation, and who, while so engaged are working together at same time and place to a common purpose, neither of such persons being entrusted by such corporations with any superintendence or control over their fellow employés are fellow servants with each other; Provided, That nothing herein contained shall be so construed as to make employés of such corporation fellow servants with other employés of such corporation engaged in any other department or service of such corporation; And provided further, That the conductor and engineer of any train of such corporation shall not be deemed to be fellow servants with each other nor with the brakeman or baggage master of any such train; but the conductor of such train shall be deemed the vice principal of such corporation with reference to all other train men; and the engineer shall be deemed the vice principal of such

corporation only with reference to the brakemen and baggage master of any such train.

Sec. 3. No contract made between the employer and employé, based upon the contingency of the injury or death of the employé, limiting the liability of the employer under this act, or fixing damages to be recovered shall be valid and binding.

An act to amend article 678, title 17, chapter 3, of the Penal Code of the State of Texas to punish persons unlawfully interfering with railroad air brakes or bell ropes in such manner as to endanger the life of any person.

Section 1. Be it enacted by the Legislature of the State of Texas: That article 678 of the Penal Code of the State of Texas be so amended as to hereafter read as follows:

Article 678. If any person shall wilfully place any obstruction upon the track of any railroad, or remove any rail therefrom, or in any other way injure such road, or shall do any damage to any railroad or car, or shall wilfully tamper with or disconnect the air brakes, or shall cut off the air from the brakes of any railroad train, or shall in any way render the air brakes on any railway train inoperative or shall set the air brakes on any such train, or shall cut, break or destroy, injure or use any automatic cord or other signal cord on any railway train whereby the life of any person might be endangered, he shall be punished by imprisonment in the penitentiary not less than two nor more than seven years. If the life of any person is lost by such unlawful act the offender is guilty of murder.

An act to require certain corporations to give to their discharged employés, agents or servants, the causes of their removal or discharge, when discharged or removed.

Section 1. Be it enacted by the Legislature of the State of Texas: That hereafter when any railroad company, telegraph company or express company shall discharge or remove any servant, agent or employé, it shall be the duty of such company

when requested in writing, by such discharged servant, agent or employé, to give a specific statement in writing, setting forth the reason or reasons which have prompted, caused or induced such discharge or removal, and if such discharge or removal has been prompted, caused or induced, in whole or in part, by any complaint or communication made to such company or to any agent or officer of such company, it shall be the duty of the company to inform the discharged servant, agent or employé of the substance and nature of such communication or complaint, and when, and by whom such complaint or communication was made.

Sec. 2. Be it further enacted that the written request provided for in the preceding section of this act to be effective must be signed by the discharged agent, servant or employé and be delivered by an officer authorized to serve the process of citation of a court within this state, either to the president, secretary or treasurer of such company, or to the local agent representing such company in any county within this state, or by leaving the same at the principal office of such company, during office hours.

Sec. 3. Be it further enacted that any company to whom has been delivered a written request as provided for in the preceding sections of this act shall have twenty days from the date of the delivery thereof within which to give the information requested. The statement required by such company to be given to a discharged agent, employé or servant may be delivered to such servant, agent or employé by an officer authorized to serve the process of citation, or by leaving the same, addressed to such discharged agent, servant or employé, with the county clerk of the county in which the written request was preferred. If such company shall fail or refuse to give the information as hereinbefore provided for, or shall give a false statement thereof, it shall be liable to such discharged agent, servant or employé for damages in the sum of five thousand dollars.

An act to regulate corporations engaged in the business of guaranteeing, or acting as security for the fidelity of persons in public and private offices, employments or positions, and the agents of such corporations, and prescribing penalties for failure.

Section 1. *Be it enacted by the Legislature of the State of Texas:* That hereafter any corporation, organized or created under the laws of this state, or of any other state or territory, or of any municipality of such state or territory, or any foreign government, sovereignty or municipality, for the purpose of issuing surety, guaranty or indemnity bonds, guaranteeing the fidelity of persons in pri-

vate offices, employments, or positions of trust and contract, or for acting as security on any such bonds, shall file with the Commissioner of Insurance, Statistics, History and Agriculture a certified copy of its articles of incorporation and all amendments thereto.

Sec. 2. Be it further enacted that such corporation shall file with the certified copy of articles of incorporation and amendments thereto, a copy of its by-laws, together with the names and places of residence of its officers and directors, and a statement of its assets and liabilities showing its net capital stock and of what it consists, certified to by the president or secretary thereof.

Sec. 3. Be it further enacted that no such corporation shall transact any business in this state unless it is possessed of at least one hundred thousand dollars actual capital stock; and if the capital stock of such corporation consists, either in whole or in part, of bonds, mortgages, securities or other property than money, the commissioner of statistics, history and agriculture shall require satisfactory evidence that the market value thereof is at least one hundred thousand dollars.

Sec. 4. Be it further enacted that such corporation shall, before the certificate of authority, hereafter provided for, is issued, deposit with the treasurer of this state, money, or bonds or other securities, to be approved by the commissioner of insurance, statistics, history and agriculture, to the amount of \$25,000.

Sec. 5. Be it further enacted that the deposit required by the preceding section shall be held liable to pay any judgments that may be rendered against such corporation, and may be so decreed by the court rendering judgment against it. Nor shall any such company be permitted to withdraw its deposit from the state treasury while any suit is pending or any judgment against it in this state remains unsatisfied.

Sec. 6. Be it further enacted that such corporation shall file with the certified copy of its articles of incorporation a power of attorney, under its corporate seal, authorizing the commissioner of insurance, statistics, history and agriculture, or some designated agent, to accept service of any civil process for and on behalf of such corporation, and consenting that the service of any civil process upon the commissioner of insurance, statistics, history and agriculture, or designated agent, as the case may be, in any suit or proceeding in which the corporation is a party, shall be taken and held to be valid. Said power of attorney shall be embodied in a resolution duly adopted by such corporation, and shall be signed by the president, manager or secretary thereof officially. If an agent other than the commissioner of insurance,

statistics, history and agriculture be designated by said power of attorney, he shall be a citizen of this state, and his full name and place of residence shall be stated in the power of attorney.

Sec. 7. Be it further enacted that when any such corporation has complied with the provisions of this act, the commissioner of insurance, statistics, history and agriculture shall issue his certificate of authority authorizing said corporation to transact business in this state.

Sec. 8. Be it further enacted that any person who solicits business for or on behalf of any such corporation, or makes or transmits for any person, other than himself, any application for guaranty or security, or who advertises or otherwise gives notice that he will receive or transmit the same, or who shall receive or deliver a contract of guaranty or security, or who shall examine or investigate the character of any applicant for guaranty or security than himself, or who shall refer any applicant for guaranty or security to such corporation, whether any of said acts shall be done at the instance and request or by the employment of such corporation, or other corporation or person, or any person who shall issue indemnifying bonds or contracts, whose solvency and compliance with his said bonds or obligations is guaranteed, directly or indirectly by any corporation, shall be held to be the agent of the corporation so far as relates to all the liabilities and penalties prescribed by this act

Sec. 9. Be it further enacted that any person who shall perform any of the acts or things mentioned in the preceding section for any such corporation, without such corporation having first complied with the provisions of this act, and having received the certificate of authority from the commissioner of insurance, statistics, history and agriculture, as provided in section 7 of this act, shall be found guilty of a misdemeanor, and upon conviction for the first offense shall be fined in any sum not less than \$500 and imprisoned in the county jail for the period of three months, and for each subsequent offense such person shall be fined in any sum not less than \$1000 and confined in the county jail for a period of six months.

Sec. 10. Be it further enacted that any person, association of persons, or corporation who shall accept any corporation created for the purposes, or either of them, mentioned in section 1 of this act, without such corporation having first complied with the provisions and requirements of this act, and having received from the commissioner of insurance, statistics, history and agriculture, the certificate of authority provided for in section 7 of this act, shall be guilty of a misde-

meanor and upon conviction shall be fined, for the first offense, in any sum not less than \$500, and for each subsequent offense not less than \$1000.

Sec. 11. Be it further enacted that when any such corporation shall cancel a bond of guaranty or indemnity, or shall notify the employer of the person whose fidelity is guaranteed, that such corporation will no longer guarantee or be security for the fidelity of said person; or when such corporation has once guaranteed the fidelity of any person or acted as security therefor, and on application refuses to do so again, it shall, on the written request of the commissioner of insurance statistics, history and agriculture, file with that officer, within thirty days from the date of such request, a full statement of the facts on which the action of the corporation was based; and if such action be based, in whole or in part, on information furnished the corporation, all the said information, together with the name or names of the informants with their places of residence shall be filed with the commissioner of insurance, statistics, history and agriculture.

Sec. 12. Be it further enacted; that if any such corporation shall fail or refuse to comply with the provisions of section 11 of this act, the commissioner of insurance, statistics, history and agriculture shall revoke the certificate of authority issued to said corporation.

Sec. 13. Be it further enacted that the commissioner of insurance, statistics, history and agriculture shall permit any person interested in the subject matter thereof, to examine any statements that may be filed in this office under the provisions of section 11 of this act, and upon demand, shall furnish such a person a certified copy or copies of any such statements.

Sec. 14. Be it further enacted that corporations created for the purposes mentioned in section 1 of this act, are hereby declared to be charged with a public use.

An Iowa court has decided that it is not forgery for John Jones to sign the name of John Smith to a railway ticket sold under a contract that it was not transferable and only to be used by John Smith. We are frequently reminded of the reply of a granger litigant who had been there when asked to define law and equity. "Well," said he, "law is equity and equity is justice, but you kin git a durned sight o' law 'ithout gettin' a durned bit o' justice." He was an Iowa granger, but his litigation was not against a railroad or an insurance association.



MONCTON, Feb. 25, 1891.

WHEREAS, It has pleased the Supreme Conductor of the Universe to remove from our midst our esteemed and worthy Brother, Zachariah Lockhart; and

WHEREAS, His friends composed the whole circle of his acquaintances; and

WHEREAS, We bow with resignation to the decree that has taken from his family a kind and loving father and a devoted husband, and from Bartlett Division a true and honored Brother,

Resolved, That we tender to the family of our late Brother our heartfelt sympathy in this sad bereavement, and sincerely join them in mourning the loss of their husband and father and our companion.

Resolved, That our charter be draped in mourning for a period of thirty days, that a copy of these resolutions be furnished to the family of our late Brother, that a copy of these resolutions be sent to THE RAILWAY CONDUCTOR, and that they be spread upon the minutes of this division.

J. BERRY,
W. M. THOMPSON. } Committee.
P. E. HEINE.

EL PASO, Tex., Feb. 24, 1891.

At the last regular meeting of El Paso Division No. 69, O. R. C., the following resolutions were adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to remove from our midst our Brother Conductor, J. F. Zane,

Resolved, First, That we through his death have lost a true and worthy Brother.

Second, That we extend to the bereaved family our deepest sympathy in their loss.

Third, That we, the friends and members of El Paso Division, do most heartily return our thanks and gratitude for the courtesies shown by the officials of the Mexican Central Railway Company in their kind attention to him during sickness and furnishing free transportation in special car from Chihuahua to El Paso for burial.

Fourth, That these resolutions be spread upon

the minutes of this division and a copy presented to the family of the deceased and to the officials of the Mexican Central Railway, and that they be published in THE RAILWAY CONDUCTOR.

El Paso Division No. 69, O. R. C., by their committee-

MILO G. GROSS,
F. L. BURLINGAME,
S. R. COMFORT.

DULUTH, Minn., March 4, 1891

At our last regular meeting, March 1, 1891, held at Odd Fellows' Hall, the following resolutions were passed:

WHEREAS, It has pleased Almighty God to remove by death from the home of Bro. W. H. Denny and sister, Fanny, a niece,

Resolved, That the members of this division most sincerely sympathize with Bro. Denny, and extend to him and his sister our deep sympathy in this their hour of sorrow.

Resolved, That while our sympathy cannot assuage the sorrow which time alone can heal, we nevertheless extend to the family of our Brother our heartfelt interest in their bereavement, ever remembering that we are traveling upon the level of time to that undiscovered country from whose bourne no traveler returns.

Resolved, That a copy of these resolutions be sent to Brother Denny and sister, also a copy be sent to THE RAILWAY CONDUCTOR

J. T. HUGHES,
EDWARD DIGLE, } Committee.
F. WHITTLE.

SHARPSVILLE, March 1, 1891.

Osmond Hands Jessup was born Feb. 23, 1847, in the city of Brooklyn, state of New York, consequently was just forty-four years old at the time of his death, which occurred at Lackawannoc Mine, on the Sharpsville Railroad, Feb. 24, 1891.

Bro. Jessup was running the mixed train and part of their duty was to set cars at this mine to be loaded. The mining company had built an oil house close to the track, one end of which

cleared the railroad track several feet, while the other end came within a few inches of the track, only clearing an ordinary box car a few inches. On the day on which the accident occurred the crew were engaged in placing cars at this mine, one of which had to pass this building from the wide end. Bro. Jessup was on the side ladder of the car and was caught in the "cul de sac" formed by the building and the car and squeezed through the narrow space. His body fell on the track at the end of the building and in front of the engine, which was detached from the car but was following closely. His body was run over and badly mutilated. All who saw the accident agree that he was dead before he fell on the track.

Bro. Jessup leaves a family consisting of his wife, one daughter and three sons. One of the sons, Louis, was railroading in Washington with headquarters at Walla Walla. The daughter, Miss Gertie, was attending normal school at Edinboro, Erie county, Pa. The children were immediately apprised of their father's death and hastened home to the bereaved wife and mother.

It can be truly said of O. H. Jessup that he had many friends and no enemies. Gentleman and good Christian man, fond husband and father and exemplary citizen, his memory will linger long in the hearts of all who knew him. Os, as he was familiarly called, had been on the Sharpsville Railroad for twenty years as fireman, engineer and conductor. Always ready and obliging in his intercourse with both officers and employes, he was the kind of man that people entrusted their children to to be looked after and cared for during his trips. His loss will be sincerely mourned by both employes and patrons.

He had but just returned from a trip west with his wife, and only went to work again the day before his untimely death.

At a meeting of Erie Division No. 64, O. R. C., it was resolved,

WHEREAS, The grim reaper has again entered within our circle and called away our beloved Bro. O. H. Jessup; and

WHEREAS, While we should bow low with resignation as we listen with bated breath to the dread summons, "and he was not, for God took him," we may express our sorrow for our loss and his family's bereavement; therefore be it

Resolved, That in the death of Bro. O. H. Jessup this division and the Order has met with the loss of a most worthy and desirable member.

Resolved, That the community in which he lived has suffered the loss of one of its most estimable citizens and Christian gentlemen and his family a fond husband and father.

Resolved, That we tender to his bereaved family our most sincere and fraternal sympathy in

this the hour of their bitter sorrow, and earnestly pray the Divine God to hold them in his most tender care and keeping.

Resolved, That a copy of these resolutions be presented to the family and also published in THE CONDUCTOR and in the Sharpsville Advertiser.

"Died at his post," 'twas thus the jury's find,
When called to pass upon his silent clay.
What prouder record could he leave behind,
When death's swift angel summoned him away?

"Died at his post," how richer far than gold,
This memory of our loved one gone before,
While here we mourn o'er his poor corse so cold,
He but awaits us, on the other shore.

C. H. PETERS,
F. S. LYTLE, } Committee.
JAS. BEERLER.

JACKSON, Tenn., March 8, 1891.

At a regular meeting of Jackson Division No. 149, the following resolutions were adopted:

WHEREAS, It has pleased our Heavenly Father to remove from our midst the loving wife of our esteemed Brother, A. H. Hill.

Resolved, That we as Brothers in this his sad hour of affliction extend our heartfelt sympathies.

Resolved, That these resolutions be placed upon the records of our division and a copy be sent to our Brother and to THE RAILWAY CONDUCTOR, for publication.

G. B. HARRIS,
W. J. MURPHY, } Committee.
L. M. WILLIAMS, JR.

PINE GROVE, Pa., March 11, 1891.

The following clippings are from the Pottsville Republican of even date:

J. J. Dooley, the well known conductor of the P. & R. Harrisburg passenger train, died this morning at the home of his mother-in-law, Mrs. Elizabeth Nagle, No. 608 West Market street. He had just partaken of a hearty breakfast.

Last Sunday night a week, Conductor Dooley was taken ill, and he became rapidly worse. Dr. A. H. Halberstadt was summoned, and the patient gradually improved. This morning he stated that he felt better, and spoke of getting up. A few minutes later he fell over in a faint, and death came before the doctor could hurry from his office to the bedside. Deceased's liver and kidneys were probably affected. Death was the result of heart failure.

Mr. Dooley, although stout and apparently healthy, had been feeling unwell for some time before the first serious attack, but did not complain. He was forty-one years of age, a gentleman of courteous demeanor, whose death will cause an aching void not only among his railroad friends, but wherever he was known.

No young man has passed the dark river who will be more universally regretted in this section of Pennsylvania than John J. Dooley, the big hearted, generous and affable conductor on the S. & S. Road, whose spirit was called back to its giver this morning. But there was a joyous reunion when the husband and wife, who preceded him about eight months since, met at Heaven's gate. Deceased approximated the perfect man as near as possible. He will be sadly missed by the traveling public along the route which he has served so long and faithfully. The Reading Company bore the name of no more faithful and honored servant on its roll of officials or employés than that of John Dooley.

Yours in P. F.,

R. IRWIN.

FORT WORTH, Tex., March 13, 1891.

Several members of the Order have requested me to write something commemorative of Bro. John F. Hodges, deceased. To those unacquainted with the facts, I will state that Bro. Hodges was mortally injured at Ballinger, Tex., by falling under his train in the attempt to board the same. Bro. Hodges was injured on the morning of Dec. 22, 1890, and lingered several hours before death relieved his sufferings. He was a loyal and useful member of the Order, and the motto, "Perpetual Friendship," was beautifully exemplified in his conduct. None ever asked him for a favor which he could consistently grant who did not receive it. True friend, loyal Brother, loving husband, and kind father, thou art gone from our midst. "The silver cord is loosed, the golden bowl is broken, and the soul of man is returned to the God who gave it."

God appointeth the time of His people;
Their days, be they many or few.
And giveth to each of His servants
The tasks they're best fitted to do.
And He calleth them home from their labors,
When the task of a lifetime is done;
And He giveth a kingdom of glory,
When our work His approval hath won.

L. W. CANADY.

DENVER, Colo., March 17, 1891.

Once more the members of Denver Division No. 44 are called upon to sympathize with one of its members and his family, Bro. George Willetts and wife, who mourn the loss of their son, Franklin S. Willetts, aged two years and ten months, who was taken away from them Feb. 26, 1891, by that dread disease diphtheria.

While nothing can be said or done that will return to them the little ones, it is to be hoped that while friends offer sympathy and condolence to

them it will in a measure lighten the burden, this their greatest loss.

CORRESPONDENT.

SPRINGFIELD, Ill., March 9, 1891.

At a meeting of Lincoln Division No. 206, O. R. C., the following resolutions were passed.

WHEREAS, It has pleased God in his infinite wisdom to remove by death the only child of Bro. Webb, be it

Resolved, That we, the members of Lincoln Division No. 206, Order of Railway Conductors, do most sincerely sympathize with him and his wife in their sad bereavement.

Resolved, That these resolutions be placed on the records of our division, a copy set to Bro. Webb, and published in THE RAILWAY CONDUCTOR.

F. G. SCHMITT, }
WM. H. BURT, } Committee.
D. W. SAMS. }

MIDDLETOWN, N. Y., March 9, 1891.

Died, on February 24, 1891, at Patterson, N. J., wife of Brother Geo. L. Duffield, member of Millard Division No. 104.

At a regular meeting of Millard Division No. 104, March 1st, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God in the dispensation of his divine providence to call from earth the beloved wife of our worthy Brother, Geo. L. Duffield; therefore be it

Resolved, That we, the members of Millard Division No. 104, O. R. C., tender the bereaved husband and daughter our most heartfelt sympathy in this their affliction; and be it further

Resolved, That a copy of these resolutions be handed to our bereaved Brother and a copy sent to THE CONDUCTOR for publication.

A. H. CORWIN, }
W. T. DAVIS, } Committee.
J. E. BRAZEE. }

SOUTH KAUKAUNA, Wis., March 12, 1891.

At a regular meeting of Kaukauna Division No. 274, O. R. C., held March 1, 1891, the following resolutions of condolence were adopted:

WHEREAS, It has pleased the great Ruler of the Universe to remove by death the beloved wife of Bro. G. P. O'Connell, be it

Resolved, That the Brothers do most sincerely sympathize with him in his hour of bereavement.

Resolved, That these resolutions be placed upon the records of our division and a copy sent to the bereft husband and to THE CONDUCTOR for publication.

C. E. BUSHEY, }
C. A. LANGLOIS, } Committee.
C. A. SHERMAN. }

COLLINWOOD, Ohio, Feb. 24, 1891.

The following preamble and resolutions were adopted by Garfield Division No. 20, O. of R. C.:

WHEREAS, It has pleased the Almighty in His infinite wisdom to remove by death the beloved wife of our esteemed and worthy Brother, F. B. Douglas; therefore be it

Resolved, That we, his Brother members of Garfield Division No. 20, extend to him our sincere and heartfelt sympathy in this his irreparable loss, and hope that in heaven he will meet the loved one gone before; further,

Resolved, That these resolutions be placed upon the records of our division. A copy be sent to bereft husband, also to THE RAILWAY CONDUCTOR.

R. W. OLMSTED, }
S. E. HUGHES, } Committee.
W. H. MOULTON. }

DESOTO, Mo.

At a regular meeting of Desoto Division No. 241, held March 15, 1891, the following resolutions were offered:

WHEREAS, It has pleased our Heavenly Father to remove by death the beloved sister of our esteemed Brother, S. S. Johns, therefore be it

Resolved, That we as Brothers of this division most sincerely sympathize with our most esteemed Brother in this his hour of bereavement.

Resolved, That these resolutions be entered upon the records of this division and a copy sent to Bro. S. S. Johns and to THE CONDUCTOR, also to Desoto paper with request for publication.

H. M. TRUE, }
A. ROBERTSON, } Committee.
C. W. FLETCHER. }

DIED—Feb. 23, 1891, Mrs. C. L. Slade, wife of Bro. John Slade, a charter member of Eagle Grove Division No. 164.

WHEREAS, It has pleased the Grand Chief Conductor of our Universe to remove by death the kind and loving wife of our beloved Brother, John Slade,

Resolved, That we, his Brothers, do sincerely sympathize with him in his hour of bereavement.

Resolved, That these resolutions be placed upon the records of our division, a copy sent our bereft Brother, also a copy sent THE CONDUCTOR for publication.

WM. WINEBRENNER, }
JNO. BENSON, } Committee.
T. H. KEEFE. }

KAUKAUNA, March 9, 1891.

The angel of death has thrust his shining blade and from our midst has been taken the beloved wife of (Conductor) Bro. Geo. P. O'Connell. She

departed this life suddenly and unexpectedly on the morning of Feb. 13th at the age of twenty-six years, ten months and eighteen days. It is hard that the misty twilight of death should so soon blot out the golden glow of morning. It is hard that the anthem should be broken by a sob; that the happy home of a few months only should be turned to one of sorrow. It is hard that the dead blades of the grave grass should quiver over the feet that should for years have pressed the green verdure of summer. It is hard that one so full of hope, love, kindness and devotion should be stricken down, but "Death loves a shining mark."

"The flower that smiles to-day,
To-morrow dies."

The kind hands of brotherly love have been extended to Bro. O'Connell in his sad affliction by the members of Kaukauna Division No. 274, O. R. C., of which he is a member. Their heads are bowed in sorrow and sympathy for him in his deep grief.

The remains of the deceased were taken to Manitowoc, her former home, for burial, a special train for conveying the mourners and friends having been kindly furnished by the M. L. S. & W. Railway.

The floral decorations were many, all elaborate, all beautiful testimonials of the esteem in which the departed was held by the different donors. Three pieces especially were handsome designs: A broken column from Division No. 274, O. R. C.; a crescent from Division No. 46, O. R. C.; a pillow from the employés of the Lake Shore offices.

* CINCINNATI, O., March 8, 1891.

At a regular meeting of Cincinnati Division No. 107, O. R. C., held Sunday, March 8, 1891, the following resolutions were adopted upon the death of Bro. A. W. Curtis at Montgomery, Ala., Feb. 22, 1891:

WHEREAS, It has been the will of Almighty God, the Grand Chief Conductor of all the Universe, to remove from our midst our worthy and beloved Brother, A. W. Curtis, therefore be it

Resolved, That we, the members of Cincinnati Division No. 107, O. R. C., desire to offer our tribute of respect to our departed Brother and tender our sympathy to his bereaved wife and commend her to Him who has promised to be a shield and support to the afflicted.

Resolved, That our charter be draped in mourning for thirty days in memory of our departed Brother.

Resolved, That these resolutions be spread upon the minutes of our division; that a copy be sent to the bereaved widow with the seal of the division; also a copy be sent to THE RAILWAY CONDUCTOR for publication.

C. E. McCARTY, }
C. J. CONNELL, } Committee.
RICHARD L. SMITH. }



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

B. H. BELKNAP, Editor.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

WM. P. DANIELS, Manager.

PRIVATE CARS.

Some time ago there was a brief article going the rounds of the press condemning the general use of private cars by officers of railways and saying that they were extremely objectionable to stockholders and engineers. We are not intimate enough with railway stockholders to be very well informed as to their opinions in regard to officers' cars, but presume that as they are the people who make the officers they could do away with the official car if they objected to it very strenuously. Unless the opinion of engineers has changed very materially during late years, their objection to official cars is wholly in the imagination of the reporter who penned the article referred to. Ordinarily, engineers are glad of the opportunity to haul an officers' special, and not only the engineer but all employed on the train consider it a "soft snap" and are not unfrequently willing to lose a turn out to get such a special run. This was followed by a statement that Mr. Clark had confiscated a whole flock of official cars on the U. P. System and that they were standing idle under a shed in Omaha. This, too, seems to have been a freak of some fertile imagination. The *Railway News-Reporter*, which is usually well informed as to what is occurring on the U. P., pronounces it entirely false, while any one who knows anything of the U. P. System and Mr. Clark as a railway manager, would not hesitate to question any such report. That there is some abuse of the official car is undoubtedly true, and that many minor officers have private cars who do not really need them is probably a fact. It is also unquestionably a fact that many of the more expensive cars are luxuries rather than necessities. In fact, taking the matter as a whole, we believe that the minor officers need the cars more than the higher officers. As a rule, the official car is an office on wheels; the officer who uses it continues his work in the car just the same as if

in his office, which could not be done if he depended upon the ordinary coach or Pullman, and the time which would be wasted without the car would much more than pay its expense. With a system like the U. P. there is much more need for the car than on an eastern road, and officers who would have no use for them on an eastern line are obliged to have them on the U. P. As a matter of fact, the roadmaster, and in some cases the trainmaster, needs a car more on some portions of the U. P. than President Dillon needs one

A FOUNDATIONLESS CHARGE.

We believe it was through the *Railway Age* that the Erie officers first raised the cry of lawless violence, but the facts were so notoriously plain that the attempt "died a bornin'" and we supposed that was the end of it. We find, however, the following from *The National Car and Locomotive Builder* in a recent number of *The Western Railway*:

Indiana appears to be the ideal state for the scene of a railroad strike, as there appears to be no provision whatever for restraining that class of strikers who believe in keeping other men by force from taking their places and doing any damage to railway property which they consider likely to aid them in the fight. During the strike of conductors on the Chicago & Erie, the strikers at Huntington, Ind., did a great deal of damage to railroad property and committed many acts of violence to obstruct the movement of trains, but the authorities vested with the duty of protecting persons and property, refused to interfere. As the railroad company pays taxes in that state the same as other corporations and individuals, it is an outrageous condition of affairs that the law extends no protection to the company's property. Some lawyers believe that the railway company can collect, from the state of Indiana, damages for loss of earnings during the time the stoppage of trains was caused by the lawless obstruction that the officers of justice encouraged by their refusal to interfere.

The statement that the strikers did any damage to railway or any other property or used any force

to prevent others from taking their places is wholly untrue, and the officers of the law did not refuse "protection" to the company's property for there was nothing to protect it from. There was but one man who was willing to run a train and but one engineer who was willing to pull one, and no occasion for any violence of any kind. So far from damaging any property, the strikers took particular pains to drain steam pipes when any coaches were left, and to protect the company from damage in every way. Trains of perishable freight were taken to destination that might have been left at Huntington or at other points on the road. Another thing showing the utter absurdity of any claim of interference is the fact that the officers not only did not attempt to run trains, but the general manager openly avowed it as the policy of the company to sit still and wait, and for this avowal was roundly censured by at least one influential daily paper, and the suggestion was made that its charter be taken from it for its failure to make the slightest effort to run its trains.

In the single instance where an attempt was made to run a passenger train from Huntington, the Miller coupler between the engine and the baggage car was unhooked by some one, and when the engine was started it pulled off a steam hose. This was the whole extent of the damage done to the company's property. The *Car Builder* may have been deceived, but in this instance the facts are so easy to obtain that it should not have repeated the charge of the officers without some little investigation.

The consolidation of *Town Topics*, a society paper recently started in this city by Mr. E. A. Sherman, with the old reliable "*Chat*," strengthened the latter paper and gives the people of this vicinity, a clean, lively publication that will fully occupy a field that is not large enough for two society journals.

The late Peter Henderson's only daughter, Mrs. Isobel Henderson Floyd, has written a charming little serial entitled "*Uncle Aaron*," which is to be published in *Seed-Time and Harvest*, beginning with the March issue. The publishers offer to send the three numbers containing this "pathetic life picture" for only 10 cents, or the journal a full year without premium for 30 cts. Address *Seed-Time and Harvest*, La Plume, Pa.

For twenty-three years "*The Household*" has been a welcome visitor in hundreds of thousands of American homes, and has been, during these years, the companion and help of the American housewife.

In order that the brides of the country may have the benefits of the visits of this, the oldest household publication in the country, the publishers offer to send "*The Household*" to all brides of six months or less, who will, themselves, or their friends, send ten two-cent stamps with printed notice of their marriage in the same letter.

This is a very tempting offer, and they call it their "Wedding Present," which they offer to every bride in the United States on the above terms.

"*The Household*" has just made three very striking offers to the three subscribers who shall obtain the three largest lists of new subscribers between March first and August first.

These presents are nothing less than a \$700 horse and Goddard buggy, a Miller upright piano, in either mahogany, oak, walnut or ebonized case, and a Columbia bicycle for either lady or gentleman's use.

The March number of "*The Household*" contains illustrations and descriptions of these elegant presents, and can be found at the news stands, or will be sent by the publishers, on receipt of ten cents by *The Household Company*, 50 Bromfield St., Boston.

We announce with pleasure the promotion of Brother J. H. Hall of Helena Division No. 243, from passenger conductor on the Great Northern Railway to trainmaster of the M. C. division of that line with headquarters at Helena, Montana. The company could not have picked out a more popular nor a better man than Brother Hall, who we are sure will fill the position to the advantage of the company and the credit of the Order.

President Sloan of the Lackawanna has ordered the dismissal of any employé of that company who signs a petition for a saloon keeper's license and it makes a good excuse for refusing to do what a large majority of them do not wish them to do, but do not like to refuse when asked by a friend. This action of the Lackawanna will be criticised by some, but we are of the opinion that while some of the employés may complain that it is an infringement of their personal rights, we believe that down in their hearts the majority will be very glad that it has been issued and that they have been provided with this excuse. The Lackawanna does not pay the highest wages of any road by considerable, but it is a good company to work for as a rule and there is no officer who hates to dismiss an employé any more than gruff "old man" Halstead, and when he does "fire" some one, he usually reinstates him in a few weeks if he can find any excuse for doing so. The Scranton saloons have been the downfall of many Lackawanna employés and there has been a constant and consistent effort on the part of Mr. Halstead to protect the men from them and to give each one another chance when he could do so. Some of them have been given more than one opportunity for redemption, too.

Brother Hi Hurty has been "renewing his youth" by spending several days and nights out on the Nebraska prairies, "stuck in the snow."

The rumor that members of the O. of R. T. employed on the Union Pacific had been ordered to withdraw from the organization, is incorrect.

The Pinkerton bill has been passed by the house in Missouri and it is sincerely to be hoped that it will also pass the senate and become a law.

The secretary of Outley Division No. 102 would like to know the address of any or all the following Brothers: B. Ed. Fay, Geo. R. Merritt and R. C. Hobson.

Brother John Hannahan, one of the three men who originally instituted the B. of R. R. B. at Oneonta, New York, and now a member of Eagle Grove Division No. 164, made us a pleasant call the other day.

During the month of February the B. of L. F. paid \$57,000 in benefits to its members, being the largest sum paid in one month since its organization. This is but one of the many benefits of organization.

The Evening News of Frankfort, Ind. gives a full account of the ball given by Clover Leaf Division No. 254, and pronounces it a complete success. Space forbids or we would quote the account entire.

Bro. Larry Malloy who was appointed train master not long since, has been promoted to the position of assistant superintendent of the Wyoming division of the U. P. THE CONDUCTOR is glad to note Bro. Malloy's success.

Should this meet the eye of Bros. F. K. Campbell or C. S. Miles of Roodhouse Division No. 97, they will confer a favor by sending their addresses to the secretary as he wishes to correspond with them on matters of importance to them.

THE CONDUCTOR is pained to learn of the accident to Brother E. D. Landis, who was injured some two months ago in a wreck and has since been confined to his home. We sincerely hope he will soon be "on deck" again.

The co-employé bill in the Illinois legislature was argued before the senate committee March 18 by Judge Barnum, counsel for the S. M. A. A., and John A. Hall, editor of *The Switchman's Journal*, in behalf of the employés.

W. L. Champlin, a B., C. R. & N. "driver," was married to Miss Mary E. Wilson of this city, March 4th. THE CONDUCTOR joins many friends in congratulations to the happy couple and sincerely hopes that all their troubles may be little ones.

Among the neat and handsome letter-heads that come to us is that of Mt. Hood Division No. 91. It is fine lithograph, showing a bit of mountain scenery with a train just emerging from a tunnel on to a high trestle. It will attract attention wherever it goes.

Pat Riley, formerly employed as brakeman on the H. & D. division of the C., M. & St. P., and last heard from about three years ago in Kansas, will confer a favor by sending his address to James Buckley, 2437 15th avenue south, Minneapolis, Minn.

Little Rock Division No. 131 favors us with a complimentary invitation to their third annual ball which is to occur April 2nd. All members are cordially invited to join with them and we can assure those who attend that they will have no occasion for regret.

March 30th occurred the first annual reception of Freeport Division No. 235. No report can be given of it in this issue, but the names of the committeemen having the arrangements in charge are a guarantee of its success. THE CONDUCTOR was kindly remembered but was unable to be present.

If this should meet the eye of Jesse Lyons, formerly a passenger conductor on the Sunset Route, it will inform him of the death of his sister. Any information in regard to Mr. Lyons will be thankfully received by his brother, Mr. George Lyons, who is an engineer on the M. K. & T. at Parsons, Kansas.

A notice to discontinue THE CONDUCTOR, sent by the postoffice at Pueblo, Col., brings to us the sad intelligence of the death of Brother Joseph Abbott of Providence Division No. 151 and a member former of the Grand Division, who will be remembered by all who made his acquaintance.

Every member of the Order who has ever been in Denver will remember the station master there who never assumed the dignity that *sometimes* goes with the position, but is always the same genial accommodating official. Brother Pierce is visiting old friends back in "Ingany" where he formerly ran a train on the Wabash.

* *

On the evening of March 30th, occurred the fourth annual ball of Slater Division No. 212, and it is unnecessary for us to say that it was a complete success. The boys at Slater don't undertake anything of the kind with the intention of permitting it to be a failure in any respect. We are under obligations for a "complimentary" and regret that we were unable to avail ourselves of it.

* *

The seventh annual ball of Providence Division No. 151 was a grand success and was attended by a large number of prominent people among whom were several railway officers. A feature of the occasion was a concert given before the dancing commenced and a feature of the concert was "The Dance of the Goblins," which was effectively rendered.

* *

The boys in Texas are to be congratulated on the final passage and approval by the governor of the co-employé bill which is now law in that state. The committee representing the Order are entitled to much credit for their efforts in its behalf, and they wish to extend their thanks to G. S. C. Garretson for assistance rendered them.

* *

Here comes a "federation" to which the most conservative cannot reasonably object. At Hartford, Conn., the B. of L. E., B. of L. F., B. of R. T. and O. of R. C. will unite in a joint sociable on the evening of Friday, April 17, at the Foot Guard Armory and any sojourning member of either of the organizations is cordially invited to attend.

* *

Brother Warman, of *The Western Railway*, calls Rube Willard an "automatic talking machine." Rube may not be entirely automatic, but during an acquaintance of several years, the writer never happened to see him when he could not talk and a peculiarity in which he differs from many "single-handed talkers" is that when he talks he usually says something.

* *

As will be seen by a communication in another part of this number, an investigation of the charges against nearly all the conductors lately dismissed by the C. P. railway, has resulted in their reinstatement. In the great majority of instances, if the conductor accused by a "spotter" is given an opportunity within a reasonable time, no difficulty is experienced in demonstrating the falsity of the charges.

* *

All the way from Glendive comes a train, the coach of which is O. R. C. 191, while the engine, which brings it, is B. L. E. 195, and it brings the announcement that on Thursday, April 2, the engineers and conductors will join in their second annual ball. Ye editor will be unable to avail himself of the kind invitation to be present and

participate, but is grateful for the kindly remembrance and wishes them just a little the finest time in the world.

* *

Sunday, April 5, Arkansas Valley Division No. 36 of Pueblo, Col., will hold a union meeting to which all are invited and which will undoubtedly be a well attended and interesting meeting. On the following Sunday, Minneapolis Division No. 117 and St. Paul Division No. 40 will unite in a joint union meeting at Minneapolis, and the members hope to see the entire northwest well represented. THE CONDUCTOR acknowledges with thanks invitations to both.

* *

It is reported that Superintendent Royce of the Crynp has said that it was the policy of that company in reducing its expenses, to dismiss high-priced employes and replace them with cheaper men. This may be a wise measure, but we opine that Mr. Royce will find that cheap men are sometimes the most expensive. We are inclined to think that if correctly reported, Mr. Royce did not mean just what he said.

* *

The *Pueblo Daily Chieftain* devotes a large portion of a late issue to a description of the ball by Arkansas Valley Division No. 36, and with commendable enterprise publishes cuts of the floral decorations and of prominent members among whom we note Bros. Silvernail and Fawcett. Among the decorations was a mammoth floral coach with the name of the division and the O. R. C. monogram. The boys in Pueblo don't do things by halves, and they sustained their reputation on this occasion.

* *

The *International Royal Templar* gives an extended account of the late annual convention of the Order of Royal Templars held in the city of Toronto, and among the portraits of officers and prominent members, we note that of Bro. James Ogilvie. Among the incidents was the presentation of a banner to Scepter Council of Hamilton as the largest in the jurisdiction, Bro. Ogilvie receiving the banner and responding to the presentation in behalf of the council. To those who know Bro. Ogilvie it is unnecessary to say that he is a consistent and faithful worker in the cause.

* *

Serious rumors in regard to the neglect of patients in the U. P. hospital at Denver have been circulated, particularly in regard to the case of Brother T. F. Douglas, lately dangerously injured in a wreck. *The Western Railway* pronounces the rumors groundless, and we sincerely hope they are. The fact that Brother Douglas is a member of the Order and no complaint has reached this office in regard to any neglect in this case would seem to indicate that there is nothing to complain of. We hope if there is any ground for complaint that some member will acquaint us fully with the facts.

* *

We note and are pleased to call attention to the fact that advertisers are beginning to recognize the fact that THE RAILWAY CONDUCTOR is one of the best advertising mediums in existence and our

patronage is increasing accordingly. As stated by a valued Texas correspondent in this issue, after trying it a little while they can't be driven out, and every time that one of our readers refers to THE CONDUCTOR when writing to an advertiser, it shows him the benefit of patronizing us. One firm writes that an ad in THE CONDUCTOR doubled their business with railway men in one year, while another advertiser, who gave a three months' order, received so many inquiries from the first two insertions that the order was extended for a year.

**

FLOWER SEEDS FREE—A LIBERAL OFFER.—All of our readers who are interested in flowers and have a place in which to cultivate them, should accept the liberal offer of S. H. Moore & Co., 27 Park Place, New York, who agree to send their charming paper, "*The Ladies' World*," on trial three months for only 12 cents, and 200 varieties of choice flower seeds free, as a premium, with every subscription. See their advertisement on another page of this issue. Our members should take advantage of this reliable and very liberal offer for the benefit of their wives and daughters.

**

The management of the Big Four lines is hesitating as to placing more ticket collectors on passenger trains. Soon after they were put on trains between Chicago and Cincinnati and Cleveland and Cincinnati travel increased remarkably and the ticket collectors made a very favorable exhibit. Now that travel has dropped back to about the usual average, the ticket collectors' returns from week to week show but little, if any, increase in cash receipts over those turned in by the conductors who for years previous had been collecting the tickets and cash fares — *Indianapolis Journal*.

**

A recent bulletin informs us that Brother W. Coughlin, a member of Carver Division No. 28, has been appointed division superintendent of the Missouri Pacific with jurisdiction over the main line between Kansas City and Omaha and the Lincoln and Crete branches. Brother Coughlin is an old time conductor and formerly a member of Mason City Division No. 22. He has held the position of roadmaster for the past three years and has gained the esteem and good will of the employes who are highly gratified by his promotion and who will earnestly endeavor to aid him in making his management a success.

**

A telegram announces the death, at Butte, Mont., of Bro. John B. Robinson. For a number of years Bro. Robinson was one of the most interesting correspondents for THE CONDUCTOR, and while we never had the pleasure of meeting him, a personal correspondence extending over a number of years made him one of those whom we wished to know and meet, and the acquaintance through the medium of the pen was such that he seemed a personal friend and makes his death a personal loss. While an unsparing critic of what he believed wrong, he was a warm friend of the Order and zealous in its welfare. Severing his connection with us for a short time, through a misunderstanding, it is a pleasant recollection for us that we were enabled to make an

explanation that induced him soon to regain his membership.

**

Columbus and Indianapolis are both making a great struggle to secure the national headquarters of the Order of Railway Conductors. Columbus appears to be in the lead so far, but Indianapolis has not given up hope and will continue the effort. Chicago is also after the headquarters, and it is reported that some quiet work is being done in the interest of Toledo. The matter will not be determined until the annual meeting at St. Louis next August. Toledo has many advantages as a location for the headquarters of the Order, and the belief is that the struggle will finally settle down between Toledo and Chicago for the location. — *Toledo Daily Commercial*.

**

After twenty-five years continuous service with the Erie Railway Company, Conductor H. S. Chapman of this city has retired, and in future will devote all his time to the affairs of the Field Force Pump Company, in which he is interested. The business of this company has grown to such proportions as to require more time than he was able to devote to it. Mr. Chapman entered the employ of the Erie Company in April, 1866, and until 1872 was engaged as brakeman, from 1872 to 1877 as freight conductor, and since 1877 as passenger conductor. During the past eleven years he has been in charge of trains between Lockport and Buffalo. During this long term of service no passenger was ever injured or killed on trains in his charge, and no accident has ever occurred for which he was responsible. — *Lockport Union*.

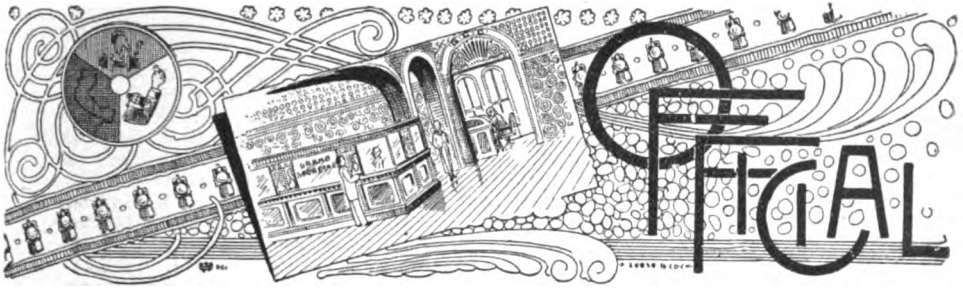
**

"Nothing Succeeds like Success." This aphorism applies with peculiar force to the National Mutual Building and Loan Association of New York, whose advertisement appears in another column, and proves beyond question the value of these Associations when properly managed by able and experienced men. Referring to its third annual report, we note the following:

Issuing its first share June 1, 1888, it had in force January 1, 1891, 49,880 shares. It made the following loans during the first six months, viz: from June 31, 1888, \$5,700.00; to January 1, 1890, \$85,678.75, and to January 31, 1891, \$373,123.50, or during the year 1890, the vast sum of \$272,774.00. The profits apportioned to the shareholders December 31, 1888, were \$242.10, while for the year 1888 they were \$5,768.43, and for the year 1890, \$29,212.07; total, \$35,222.60.

This is a very remarkable showing for a short period of two years and six months, and most certainly reflects great credit upon the officers charged with the responsibility of management.

The Board of Directors are all gentlemen of large experience in business matters, and are specially qualified to watch over the interests of the association. We believe that the association has a future of great promise, and we cheerfully commend it to the favorable consideration of all who are seeking through instrumentalities of this kind to "lay up" something for the future.



MEMBERS OF THE TWENTY-THIRD GRAND DIVISION.

The following is a list of the delegates who will represent their divisions in the next Grand Division so far as reported:

Div 1,	C. H. Smith,	Div. 59,	J. Carmichael,	Div. 115,	G. S. Smith,
" 2,	A. A. Love,	" 60,	V. P. Hart,	" 116,	L. P. Charles,
" 3,	F. D. Hartel,	" 61,	E. H. Thomas,	" 117,	Geo. M. Miles,
" 4,	F. M. Landon,	" 63,	J. A. Morse,	" 118,	M. Kent,
" 5,	J. D. Mewshaw,	" 64,	S. H. Ingham,	" 119,	I. M. Van Slyke,
" 6,	C. C. Rice,	" 65,	Wm. Mathewson,	" 120,	C. C. Scott,
" 7,	J. E. Archer,	" 66,	W. Sprague,	" 121,	R. Addington,
" 8,	W. Troan,	" 67,	G. O. Miller,	" 122,	C. D. Baker,
" 9,	C. E. Stickels,	" 68,	W. F. Frenz,	" 123,	J. H. Hall,
" 10,	J. E. Burns,	" 69,	F. A. Pollock,	" 124,	M. Campbell,
" 11,	E. A. Beatty,	" 70,	C. E. Trussell,	" 125,	John Sullivan,
" 12,	Frank Transue,	" 71,	E. H. Musgrove,	" 126,	J. G. O'Byrne,
" 13,	Alex. Smith,	" 72,	A. L. Carey,	" 127,	W. H. Hall,
" 14,	C. P. Hodges,	" 73,	J. H. VanVleck,	" 128,	W. J. Smith,
" 15,	Mark Wade,	" 74,	E. H. Jones,	" 129,	R. Stack,
" 17,	R. A. Purdon,	" 75,	E. Munday,	" 130,	Eugene McKenna,
" 19,	J. J. Shaughnessy,	" 76,	P. J. Flaherty,	" 131,	W. Baldwin,*
" 20,	G. B. Carmer,	" 77,	B. F. Blount,	" 132,	M. J. Guerin,
" 21,	A. K. Stone,	" 78,	A. E. Hodges,	" 134,	G. M. Dillon,
" 22,	G. N. McCullow,	" 79,	G. W. Scott,	" 135,	A. J. Corbitt,
" 23,	F. J. Wentz,	" 80,	J. Moreau,	" 136,	H. M. Mitchell,
" 24,	M. O'Day,	" 81,	F. H. Willis,	" 137,	W. J. Donovan,
" 26,	N. B. Dannenberg,	" 82,	G. E. Willott,	" 138,	T. B. Reid,
" 27,	A. Cameron,	" 83,	G. F. Conley,	" 139,	R. J. Yearwood,
" 28,	J. J. Kelly,	" 85,	J. F. Mahoney,	" 140,	R. H. Smith,
" 29,	Wm. M. Dickson,	" 87,	John H. Ruben,	" 141,	D. Liddy,
" 30,	C. R. Stewart,	" 89,	H. S. Reardon,	" 142,	H. J. Zipt,
" 31,	M. W. Robinson,	" 90,	V. E. Lindsey,	" 143,	J. P. Stutsman,
" 32,	G. A. Thompson,	" 91,	R. T. Hedrick,	" 145,	D. C. Hugaboom,
" 33,	W. F. Knight,	" 92,	L. L. Helmer,	" 146,	J. E. Storer,
" 34,	Frank Champlin,	" 93,	J. A. McGonigle,	" 147,	T. S. Weand,
" 35,	R. T. Powers,	" 94,	M. T. Coates,	" 148,	R. R. Stallings,
" 36,	H. J. Stanley,	" 95,	F. Kendlen,	" 149,	F. P. Long,
" 37,	L. Parker Titus	" 96,	T. Flynn,	" 150,	D. Shoemaker,
" 38,	Howard Case,	" 97,	H. A. Perry,	" 151,	C. H. Taft,
" 39,	W. H. Dewitt	" 98,	G. W. Ely,	" 152,	C. D. Goodwin,
" 40,	J. D. Condit,	" 99,	J. J. Ryan,	" 153,	J. Walker, Jr.,
" 41,	John Dunbar	" 100,	E. Morrell,	" 154,	F. Vincent,
" 42,	C. C. Parker,	" 101,	C. H. Haselton,	" 155,	H. T. Bolles,
" 43,	No delegate elected,	" 102,	F. Volkert,	" 156,	P. McQuade,
" 44,	George Griffin,	" 103,	H. M. Mounts,	" 157,	W. R. Mooney,
" 45,	H. G. Judd,	" 104,	J. E. Brazee,	" 158,	A. A. Davis,
" 46,	A. Vannaman,	" 105,	K. A. McElroy,	" 159,	J. H. Sayers,
" 47,	Jos. C. Bertrand,	" 106,	W. H. Hyde,	" 160,	J. R. Bennett,
" 48,	J. Anderson,	" 107,	J. Devening,	" 161,	W. K. Maxwell,
" 49,	Sam Paul,	" 108,	R. O. Owen,	" 162,	Geo. W. Brown,
" 52,	D. P. Shultz	" 109,	W. S. Taylor,	" 163,	R. Fulton,
" 53,	C. N. Knowlton,	" 110,	G. M. Safford,	" 164,	E. G. Yoakum,
" 54,	W. W. Apgar	" 111,	H. L. George,	" 165,	W. H. Churchill,
" 55,	W. Welch,	" 112,	J. D. Williams,	" 166,	W. H. Budd,
" 57,	Wm. R. Bell	" 113,	A. E. Rich,	" 167,	G. R. Donovan,
" 58,	J. R. McPartland,	" 114,	Geo. E. Vance,	" 168,	J. T. Mullen,

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Div. 169, Geo. Borden,	Div. 204, J. G. Hoppersett,	Div. 241, W. C. Turner,
" 170, L. E. Sheppard,	" 205, C. B. Armes,	" 242, H. A. Washburn,
" 171, T. G. Ross,	" 209, Wm. Reilley,	" 243, George Hall,
" 172, G. C. Overcash,	" 207, G. M. Gibney,	" 244, S. P. Maderia,
" 173, A. M. Wright,	" 208, S. G. Gilbert,	" 245, J. H. Towne,
" 174, J. Baughman,	" 210, J. W. Bondurant,	" 246, S. N. Cox,
" 175, Z. J. Goodwin,	" 211, E. Hamilton,	" 247, G. C. Bateman,
" 176, R. E. Maleady,	" 214, T. J. Leech,	" 248, J. D. Perryman,
" 177, M. R. Mathews,	" 213, Chas Bastedo,	" 249, G. W. Dustin,
" 178, J. W. Hilby,	" 214, W. M. Thompson,	" 250, E. M. Galloway,
" 179, A. J. Rader,	" 215, E. O. Hughes,	" 251, W. H. Defrance,
" 180, D. M. Vining,	" 216, T. Minahan,	" 252, R. C. Bowdish,
" 181, O. T. Dewey,	" 217, No delegate elect'd	" 253, J. B. Carlin,
" 182, H. Leach,	" 218, W. H. Wright,	" 254, Wm. Businger,
" 183, G. H. Bailey,	" 219, F. J. McPeake,	" 255, G. A. Cunliffe,
" 184, J. N. Gentry,	" 220, J. R. Moran,	" 256, O. H. Earll,
" 185, A. L. Jones,	" 221, T. S. Clarkson,	" 257, J. B. Call,
" 186, W. C. Rabb,	" 222, F. W. Kimball,	" 258, B. J. Gilshannon,
" 187, E. M. McAlpine,	" 223, A. E. Wideman,	" 259, Ira Yantis,
" 188, A. F. Wilson,	" 224, F. J. Boylan,	" 260, F. P. Finnegan,
" 189, J. B. Richardson,	" 225, B. F. Collins,	" 261, J. H. Thompson,
" 190, Z. C. Martin,	" 226, M. S. Bledsoe,	" 262, J. R. Tillman,
" 191, J. M. Rapelje,	" 227, A. K. Day,	" 263, R. D. Schull,
" 192, Robert Laughlin,	" 229, L. A. Neiman,	" 264, C. B. Guthrie,
" 194, H. H. Murphy,	" 230, C. M. Fouché,	" 265, G. E. Carroll,
" 195, M. V. Murray,	" 231, G. L. Gurley,	" 266, A. C. Hobart,
" 166, S. L. Earle,	" 232, W. W. Flack,	" 267, G. F. Risteen,
" 197, M. Hannon,	" 233, W. H. Kiniry,	" 268, A. W. Bell,
" 198, F. H. Newton,	" 234, G. V. Rathman,	" 269, M. A. Lally,
" 199, C. E. Cole,	" 235, T. J. Foley,	" 270, J. Morris,
" 200, W. T. Bogart,	" 236, W. S. Roath,	" 271, D. K. F. Everett,
" 201, J. W. Wright,	" 237, E. E. Bryant,	" 273, A. L. Nichols,
" 202, W. B. Verdery,	" 238, E. B. Carr,	" 274, G. P. O'Connell,
" 203, Wm. McClafferty,	" 240, J. Meehan,	" 275, E. H. Hohne.

LIST OF COMMITTEES.

The following are appointed Standing Committees for the 23rd annual session of the Grand Division, subject to acceptance on the part of the delegates named:

GRAND OFFICERS' REPORTS.

Div. 131, W. Baldwin,
" 124, M. Campbell,
" 186, W. O. Rabb,
" 253, J. B. Carlin,
" 122, C. D. Baker.

DIVISION REPORTS.

Div. 157, W. R. Mooney,
" 195, M. V. Murray,
" 130, E. McKenna.
" 199, C. E. Cole,
" 191, J. M. Rapelje.

FINANCE.

Div. 155, H. T. Bolles,
" 49, S. Paul,
" 170, L. E. Shepard,
" 132, M. Guerin,
" 103, H. M. Mounts.

JURISPRUDENCE.

Div. 77, B. F. Blount,
" 117, G. M. Miles,
" 171, T. G. Ross,
" 135, A. J. Corbitt,
" 166, W. H. Budd.

GRIEVANCES AND APPEALS.

Div. 89, H. Rearden.
" 100, E. Morrell,
" 46, A. Vannaman,
" 159, J. H. Sayres,
" 172, G. C. Overcash.

INSURANCE OTHER THAN LAW.

Div. 143, J. P. Stutsman,
" 259, Ira Yantis,
" 180, D. M. Vining,
" 182, H. Leach,
" 161, W. R. Maxwell.

The first named in each case is chairman.

E. E. CLARK.

THE RAILWAY CONDUCTOR.

VOL. VIII.

CEDAR RAPIDS, IA., APRIL 15, 1891.

NO. 8.



A POLAR BEAR FOR A JAILER.

On the western coast of Greenland is a settlement called Upernavik. It is peopled partly by Eskimos and partly by Danes. In this settlement dwelt a Danish clergyman, Olaf Neilson by name, with a son and a daughter: Oscar eighteen years old, and Hilda, sixteen.

In early summer Oscar frequently went hunting walrus and seal, with his gun or spear. It is well known that this cold, cheerless coast is never without icebergs. One June an iceberg thus drifted straight to the mouth of the harbor of Upernavik. There it grounded, and the in-shore wind pressed it with great force up into the jaws of the harbor. The sun honey-combed it, and left huge dark caves in many parts close to the water's edge, and into these caverns the sea went booming with a great sound. Oscar and Hilda went off in their *kayak* to see it; and they noticed that the quiet pools which had formed in the caves were the resort of seals and walrus during part of the day.

"I shall have some good spearing there," said Oscar, as they turned their *kayak* toward home. So he ground his spear sharp, and oiled the barbs at the point, which was shaped like an arrow; bent a new line to the handle and the next day set out alone in the *kayak*. Meanwhile Hilda went up the valley for the goats. Her

parting words to her brother were to be careful and to keep watch for bears, as this was a favorite haunt of the fierce polar bear.

Pulling his *kayak* up on the rocks, Oscar proceeded out to the berg, the base of which was not less than two acres in area, and from it rose to a considerable height two columns of dark-blue ice somewhat resembling towers in form. One of these was honeycombed at the base, and through the sides of the low flat mass upon which the towers rested were various openings, so that when an ocean swell came rolling in, it went through these perforations with a piping sound. He decided that he would enter the main cave at the base of the ice tower, hide there, and wait.

Moving along carefully, with the coil of line hanging upon his shoulder and the spear in his hand, he entered the dim, cold cave. The open space, Oscar told me, was about forty feet square, and in the center of it, dipping eight or ten feet below the floor of the passageway, was a deep pool of water covering about half the area of the floor of the cave. Into this a large, square block of ice had fallen from the roof.

How fortunate its presence was will soon appear!

Oscar crouched down on the cold gray

ice, his spear grasped in his hand, and his coil of rope lying beside him with one end fastened to his wrist. A gurgling sound, as of hurrying water on the other side of the pool, came to him, and he watched and listened to make out the cause. Presently he saw two round black heads disappear as if they had gone through the ice at the place whence the sound came, and then four or five other heads of seals bobbed up, as if they had entered the little lake from that point. He knew then that it must be a passage leading to the sea.

But while the gurgling sound of the water came to him from the pool, he heard a slighter and different noise coming from the mouth of the cave by which he had entered. Turning, he saw, to his unspeakable horror, a huge polar bear, its shaggy hide dripping water! The bear had seen him and was hulking along toward him. Oscar turned and faced it for a moment—but what could he do with his spear against such an assailant? The spear could never go through that shaggy coat and thick hide. How the animal's claws spread and stretched over the ice as it came along! Nearer and nearer it came, now crouching lower, its muzzle thrust out, and its claws stretching farther than ever from its feet.

There was only one course. Oscar sprang into the icy water, and in three or four strokes was close to the ice-cube. His spear and coil of rope were upon his shoulder, and by driving the spear into the hard blue cube he was enabled to get upon it. It was just large enough to bear his weight; but he was obliged to stand very still on the middle of it to prevent it from heeling to one side and sliding him into the water. It was almost as dark as night in the pool, and Oscar could see the two glowering eyes of the bear looking down upon him. But the beast did not come into the pool. It turned away from the brink, and for two hours—two hours of wet, and cold, and terror—Oscar did not see the bear again.

Then Oscar resolved to go to the top again and sprang into the water, climbing hastily by the easiest way to the floor of the cavern. To his utter dismay he saw the great brute lying on the ice close to cave's mouth!

Hour after hour passed, until Oscar knew that it must be late in the afternoon, for the sun shone yellow on the ice beyond the mouth of the cavern. Still his savage

jailer made no move; still Oscar sat, not moving from the lump of ice, thinking of the terror of Hilda at his long absence. Still another hour went by, and the golden glow on the ice on the outside began to turn to gray, for the sun was below the hills that sheltered Upernavik.

Another half-hour of terror passed, and then Oscar saw the bear spring to its feet, thrust out its head, and make for the opening of the cavern. Oscar held his breath, and, peering out, saw a seal slowly crossing the great ice platform, making for the rocks. The bear swiftly disappeared, making after this new prey, and you may be sure Oscar was not long in getting outside of this terrible dungeon.

What was Oscar's amazement presently to see the seal stand up, throw back the fur from its head and shoulders, and turn into a girl!—yes, into his own dear sister Hilda!

She shouted aloud and waved her handkerchief. The bear, evidently disconcerted, turned, ran lumberingly up a gulch, and disappeared into a tangle of ground-firs.

When the brother and sister met their joy was so great that neither could speak a word. Hilda, borrowing another kayak, had come to look for Oscar, and had seen the bear at the mouth of the cave. At once suspecting the cause of her brother's absence, she went home, got the skin, and personated a seal, with the complete success I have recorded.—*St. Nicholas*.

—•— The Blue Parlor.

Congress is constantly making appropriations to beautify the "Blue Parlor" in the old White House at Washington, and make it appear so much like a room in a palace that the representatives of foreign courts will not turn up their aristocratic noses when they enter it. This old "Blue Room" is the focal center of American "damphoolism," as Josh Billings would remark. Already Washington society is so impregnated with snobbery that it is ashamed of the White House and wants to transform it into offices, and build for the President, the head servant of the nation, a palace of magnificent dimensions, where dudes of both sexes, and dunces generally, can display their feathers *a la urup*. A recent Washington dispatch says:

"The decorations of the blue parlor, the historical private reception room of the executive mansion, was completed yester-

day. The oval form of the room has been preserved, and the new decorations are of the historical blue, in exquisite shadings and gradations of color. The carpet, which was made by an American manufacturer, from American material, is a Wilton in shades of steel or electric blue after a special design. The wood work of the room is in cream and gold. The dado and frieze are in hand relief work in soft shades of blue lighted up with gold. The chair rail and the picture molding are of cream and gold. Between them the wadded wall is covered with blue silk of a graceful, subdued pattern. This silk was made in an American factory. In fact, everything about the new decoration is American except the beautiful embossed silk plush with which the old frames of the historical furniture of the blue room have been covered. The ceiling of the room has a beautiful relief border with a shield at either end of the oval. Within this border a summer sky effect is introduced, shading from morning light near the windows to evening shadows at the other end of the oval. The windows are hung in blue silk in harmony with the walls. The decorations cost \$12,000."

It is possible for the representatives of "foreign courts" to tolerate the old "Blue Room" for one season as it now appears; but next year the room will have to undergo another overhauling, when the decorations will be still more princely.

Only recently the word was flashed over the wires that Minister Bob Lincoln would have to retire from the Court of St. James because on \$17,500 a year he could not trot the required gait on the track with English snobs, and that Waldorf Astor would take his place. It is held that Waldorf could shine so resplendently that the Queen would exclaim, "Well, now, but don't that beat everything;" and the Prince of Wales would make obeisance to Waldorf's gold. Labor foots the bills, as long as workingmen say, "Let 'er go Gallagher," she will go, and don't you forget it.—*Locomotive Firemen's Magazine*.

The Truth of the Matter.

Last Friday the Cleveland *Leader* contained a special from Youngstown stating that Mart Clancy, the well-known and popular Erie passenger conductor had that day received an elegant diamond ring from a grateful parent as an expression of gratitude to Mr. Clancy for having stopped his

train and rescued his son (who was skating on the Shenango river and had broken through the ice) from a watery grave. A couple of days later the *Leader* contained another article saying that two of Mr. Clancy's Cleveland friends had had a handsome medal made for him, inscribed "Mart Clancy, the hero of the Shenango."

The editor of the *Courier* has made several efforts to catch Mr. Clancy and get a sight of his handsome souvenirs, but up to the time of going to press has been unable to meet him. (It will be understood that Mr. Clancy spends half his time on the road between Kent and Salamanca.) As there have been many different reports of this affair about, we have made an effort to get at the exact truth of the matter. It is a well known historical fact that in every age there are people who try to rob every hero of his just fame and to belittle his acts. Writers to-day are trying to prove some of the grandest heroes of the late war to have been very ordinary soldiers and mere children of fortune. It is even said that "Sheridan's ride," which has been immortalized by Buchanan Read, was a myth.

There are men here to-day right here in Kent mean enough to doubt that Capt. Brady jumped 21 feet across the Cuyahoga river, when he had a score of bloodthirsty red skins at his heels and had a run of seven miles in which to get a good start for the leap. We are glad to see that Mr. Clancy does not propose to allow his heroic feat to be questioned or belittled. Gen. Sheridan and Capt. Brady are silent in their graves and cannot rebuke their traducers, but Mr. Clancy is alive and kicking vigorously. Some one having circulated the story that Mr. Clancy swam less than 364 feet under the ice to rescue the boy (who may for all we know become a future president of the United States) Mr. Clancy very properly contradicts the story in a letter to his Cleveland friends published in Wednesday's *Leader*. It is as follows:

"The token of your appreciation of heroism has been received. I should feel infinite satisfaction upon receipt of the ornamental and useful testimonial were it not that there is now strutting about this locality a fiend who rejoices in the cognomen of 'Little George,' and who has the effrontery to claim lineal descent from the hero of the hatchet and apple tree. He has been telling far and near the distance I swam under the ice to get the boy was

less than 364 feet, while the exact distance, measured by a competent engineer, was 366 feet and 4 inches. Gentlemen, let justice be done though the heavens fall. See to it that the record is corrected. Permit not that this foul stain shall rest upon the fair fame of the 'hero of Sunnyside,' and my children, and all the coming generations of the tribe shall rise up and call you blessed."

Remarks—Now for the information of those of our readers who may not know Mr. Clancy and who may be inclined to believe this story of the envious "Little George" in spite of Mr. Clancy's plain statement that the distance was surveyed by a competent engineer, we may remark that the feat was not at all remarkable for Mr. Clancy. It was in fact a very ordinary feat for him and that is why he very naturally feels indignant at the effort to belittle him in the eyes of the public. Mr. Clancy's intimate friends know that his chief delight in the winter season is to get up at 4 o'clock in the morning, walk to Lake Brady, cut a hole in the ice on the west side of the lake, dive into its clear, crystal waters, swim under the ice to the opposite shore, melt the ice with his lighted cigar and emerge for a breath, when he returns the same way. We have never seen Mr. Clancy perform this feat, but "Adda" Post assures us he has and of course we believe it.—*Exchange*.

Abraham Lincoln as an Inventor.

The Patent Centennial Celebration held in Washington, April 8, 9 and 10, has created much interest among inventors and manufacturers from all parts of the country, and so much is being said and written about the Centennial, the history of the patent system and the patent office; of famous inventors and curious patents, that it might be interesting to know that Abraham Lincoln was an inventor, and received a patent on the 22d day of May, 1869, numbered 6, 359, for an improved means of combining adjustable buoyant air chambers with steamboats or other vessels to enable their draft to be readily lessened to permit them to pass over bars or through shallow water, without discharging their cargoes.

The adjustable buoyant air chambers were secured to the sides of the vessel (which in this instance was an old style Ohio steamboat) and were formed with top and bottom portions composed of a

plank or plate of metal of suitable stiffness, and with flexible side portions of India rubber, or textile material thoroughly water-proofed. These buoyant air chambers were very similar in construction and operation to an accordion or a blacksmith's bellows. The vessel was also supplied with a main shaft or shafts and with sliding spar or shafts, the latter passing down through the buoyant chambers and made fast to their bottoms; also with a series of ropes and pulleys, whereby, by turning the main shaft or shafts in one directions, the buoyant air chamber would be forced downward into the water, and at the same time expanded and filled the air for buoying up the vessel by the displacement of the water; and by turning the shaft or shafts in an opposite direction, the chambers would be contracted into a small space and secured against injury.

It is also stated that President Lincoln was the inventor of the very ingenious method of emptying boats of water when they had become so filled that bailing was necessary. He bored a hole in the bottom of the boat and by heading the boat up stream in an opposite direction to that in which the tide was moving, a suction was formed which very quickly drew out the water through the opening bored in the bottom of the boat.

We are indebted to Mr. Edward T. Fenwick of Washington, D. C., for the above information.

The Artificial Limb Industry.

The development and progress of artificial limb making is so pronounced that it deserves a distinct classification among the industries.

The shoemaker and tinsmith were the artificial limb makers of the past. Their knowledge of the requirements were limited, and we are not surprised that their productions were lamentable failures.

One must graduate from the school of experience in order to become qualified to make artificial limbs that will fill the conditions.

Mr. A. A. Marks a man whose successes in this line are proverbial and acknowledged throughout the world, says, that it required the greater part of his life to learn just what the legless and armless required.

It is a common error among those who aspire to success in this industry to endeavor to imitate the natural limb in the mechanical simulation of its parts, instead

of endeavoring to obtain natural results, and as a consequence, the production is too mechanical and complicated to be of any practical value.

The firm of A. A. Marks, 701 Broadway, New York, control upward of a hundred valuable inventions and have the largest producing capacity of any house in the world. Their aim has been to produce an artificial leg that would enable the wearer to walk naturally, comfortably, hopefully and safely—a leg that possessed durability and shorn of every unnecessary complications; one that would last many years with as little expense as possible, not only in the purchase, but in the item of repair. Also to produce a hand that would simulate the natural member, without noisy, heavy, useless mechanical movements. The rubber foot and the rubber hand are the evolutions of their thought and experience. By employing rubber in these extremities, artificial legs and arms have become realities and have won the favor of the entire world. The firm of A. A. Marks, established in 1853, has for twenty years occupied the foremost rank in the art. They manufacture largely from data supplied by the crippled, while they remain at home, and ship limbs to all parts of the world.

Higher Than the Eiffel Tower.

Passing the Woman's building the visitor can turn towards the northeast and inspect the foreign and state buildings in the northern portion of the park of which he is supposed to have caught a general view from the steamboat deck, or he can turn sharply to the west into Midway Plaisance and ascend the Proctor tower. This will be constructed of steel and be 1,050 feet high or about 100 feet higher than the Eiffel. From its top the view obtainable of the Exposition grounds and buildings and of the great city lying to the northward will be magnificent beyond all description.

West of the tower, along the Plaisance and overflowing into Washington Park will be a large and curious aggregation of structures, including probably some of the foreign and state buildings, and many of semi-private construction, and of a nature which cannot yet be described. Almost innumerable structures and exhibits, such as reproductions of famous buildings, etc., most of them novel and striking in character, have been proposed, and it is not

yet possible to tell how many or which of them will be erected. That there will be an astonishing array of them there can be no doubt, and unquestionably some of them will be important and exceedingly interesting features of the great Fair.

All of the important buildings will stand on terraces four feet above the general park level, thus greatly improving the general landscape effect and rendering their own appearance more imposing. From scores of domes and towers and minarets, flags and streamers will be floating, and both the exterior and interior of the building will be "warm" with a liberal display of color. The beautiful park with its magnificent array of architecture, will surely present one of the finest spectacles the eye of man ever beheld.

The Wounded Knee Fight.

What is to be said of Wounded Knee, with its two hundred dead, its slaughtered women and children? Evidence from various reliable sources shows very clearly that Col. Forsythe, the veteran officer in charge, did all that could be done by care, consideration, and firmness to prevent a conflict. He had provided a tent warmed with a Sibley stove for Big Foot, who was ill with pneumonia. He assured the Indians of kind treatment, but told them also that they must surrender their arms. He tried to avoid a search for weapons, but to this they forced him to resort. The explosion came during the process of search, and when a medicine man incited them to resist and appealed to their fanaticism by assuring them that their sacred shirts were bullet proof. Then one shot was fired by the Indians, and another and another. The Indians were wholly responsible in bringing on the fight. Whether in the desperate struggle which ensued there was or was not an unnecessary sacrifice of the lives of women and children is another question. From the fact that so many women and children were killed, and that their bodies were found far from the scene of action, and as though they were shot down while fleeing, it would look as though blind rage had been at work, in striking contrast to the moderation of the Indian police at the Sitting Bull fight when they were assailed by women.

But responsibility for the massacre of Wounded Knee, as for many another sad and similar event, rests more upon the

shoulders of the citizens of the United States who permit the condition of savage ignorance, incompetent control, or Congressional indifference and inaction, than upon those of maddened soldiers, who having seen their comrades shot at their side are tempted to kill and destroy all belonging to the enemy within their reach. That the uprising ended with so little bloodshed the country may thank the patience and ability of General Miles. Perhaps had he taken the field earlier there might have been still less to mourn.

—*Scribner.*

Lord Tennyson's Letter to Chicago.

THE GREAT POET MAY WRITE THE OPENING
WORLD'S FAIR SONG—THE CONGRESS
AUXILIARY.

The World's Congress Auxiliary, or Congress of Thinkers, which will be held in connection with the Columbian Exposition, promises to be a most notable success. The purpose is to call together at appointed times during the Fair, men of profound learning from all parts of the world, in a series of conventions for the consideration and discussion of questions of science, education, peace, religion, art, music, finance, literature, economics, immigration, justice, etc.

In response to a prospectus and invitation which was sent out, many letters have been received from men distinguished in various branches of learning, warmly approving the idea, promising hearty co-operation and accepting membership in the proposed Congress. Such letters have been received from Secretary Blaine, John G. Whittier, President Angell of Michigan University, Rev. Phillips Brooks, Judge Thomas M. Cooley, President Elliot of Harvard, Cardinal Gibbons, Edward Everett Hale, Dr. McCosh of Princeton, Bishop Spalding, Professor Francis Wayland, and D. W. Whitney of Yale, and many others equally distinguished.

An invitation was sent to Lord Tennyson, together with a request that he would write a song to be sung at the opening of the Exposition. In reply, the following letter has been received:

FARINGTON, FRESHWATER, ISLE OF WIGHT.

SIR:—I accept your offer of an honorary membership, not without gratitude. But as for a song—I am an old man, verging on eighty-two, and I cannot promise.

Yours truly,

March '91.

TENNYSON.

It is inferred from the poet's words, that notwithstanding his great age, he hopes to be able to compose the song as requested. It is unnecessary to say that it is hoped he will find himself equal to the task.

A Bonanza.

Dunlap, Churchill & Co. have a modern bonanza in addition to a very rich lot which they have been working on the Tracy. They have taken a lease on an adjoining lot and put a drill down 162 feet. The last 18 feet was solid ore.

The drillers say it is the best ground they ever put their machine into.—Webb City Daily Times, March 19.

This company is composed of J. W. Dunlap, a practical miner of experience of Webb City; A. C. Spofford, master of bridge building on the K. C. Ft. S. & M. R'y, Rollo Copes of Fort Scott, and W. H. Churchill of the K. C. Ft. S. & M. R'y. The company have three lots in the Tracy ground, one of which is fully developed and producing 15 to 20 tons of jack or zinc ore per week. One which has a shaft 80 feet deep in which the great strike was made this week by drilling 80 feet, making the whole depth 160. The other lot has not been developed, but is very valuable, as it adjoins the others.

The *Tribune* congratulates the boys on their success.—Fort Scott (Kas.) *Tribune*.

How Strange.

She rode a wheel; he rowed a boat,
And sometimes they'd exchange a call;
But though she often rowed his boat
He could not row her wheel at all.

—*Outing.*

An Opinion.

My grandma says that little boys
Make too much noise—
Considering of course their size.
She's very wise!
I think the birds up in the trees,
The chippy-wees,
Are noisier by far than I,
And don't half try.
And then the noise made on the pane
By drops of rain,
That patter early, patter late,
Is very great!
And so, I say, it seems to me,
To noisy be
Is what you should expect at all
Times from the small.

—*St. Nicholas.*



Getting a Pedigree.

It was not until the battle was more than half won, that Charley Millard had become a welcome guest in some of the most exclusive houses, that he was outfitted with a pedigree.

Charley's mother's father was named Vandam. The family had been a little ashamed of the old Dutch cognomen; it had such a wicked sound that they tried to shift the accent to the first syllable. Among the fads that Charley had taken up for a time after he came to New York was that of collecting old prints. In looking over a lot of these one day in a second-hand book-shop, he stumbled on a picture of the colonial period in which was represented one of the ancient churches of New York. There was a single stately carriage passing in front of the church, and the artist had taken the pains to show the footman running before the coach. The picture was dedicated to "Rip Van Dam, Esq.," president of the council of the colony of New York. As a Christian name "Rip" did not tend to take the curse off the Van Dam. But this picture made Charley aware that at least one of the Van Dams had been a great man in his day. He reflected that this must be the old Rip's own carriage delineated in the foreground of the picture of which he was the patron; and this must be his footman charging along at breakneck pace to warn all vulgar carts to get out of the great gentleman's road. Millard bought the print and hung it in his sitting room; for since he had been promoted in the bank and had been admitted to a fashionable club, he had moved into bachelor apartments suitable to his improving fortunes and social position.

Millard hung this print on one side of the chimney in his apartment, a chimney that had a pair of andirons and three logs of wood in it. But whether this or any other chimney in the Graydon Building was fitted to contain a fire nobody knew; for the building was heated by steam, and no one had been foolhardy enough to discover experimentally just what would happen if fire were actually lighted in fireplaces so unrealistic as these

On the other side of his chimney Charley hung a print of the storming of Storny Point. One evening Philip Gouverneur, one of Millard's new cronies, who was calling on him, asked, "Millard, what have you got that old meeting-house on your wall for?"

"Well, you see," said Millard, with the air of a man but languidly interested—your real gentleman always affects to be bored by what he cares for,—"you see I put it there because it is dedicated to old Rip Van Dam."

"What do you care for that old cuss?" went on Gouverneur, who, being of the true blue blood himself, had a fad of making game of the whole race of ancient worthies.

"I don't really care," said Charley; "but as my mother was a Vandam, she may have descended from this Rip. I have no documents to prove it."

"Oh, I see. Excuse me for making fun of your forefathers. I say every mean thing I can think of about mine, but another man's grandfather is sacred. You see I couldn't help smiling at the meeting-house on one side and that old-fashioned, bloody bayonet charge on the other."

"Oh, that's only another case of ancestor," said Millard; "my great-grandfather was at Stony Point."

"The more fool he," said Gouverneur. "My forefathers, now, contrived to keep out of bayonet-charges, and shed for their country mostly ink and oratory, speeches and documents."

Though Philip Gouverneur did not care for ancestors, his mother did. The one thing that enabled Mrs. Gouverneur to look down on the whole brood of railway magnates, silver-mine kings, and Standard oil operators, who, as she phrased it, "had intruded into New York," was the fact that her own family had taken an historic part in the Revolutionary struggle. At this very moment she was concocting a ball in memory of the evacuation of New York, and she was firmly resolved that on this occasion no upstart of an Astor or a Vanderbilt, much less any later comer, should assist—nobody but those whose families were distinctly of Revolutionary or colonial dignity. In truth,

Mrs. Gouverneur had some feeling of resentment that the capitalist families were of late disposed to take themselves for leaders in society, and to treat the merely old families as dispensable if necessary. This assembly to be made up exclusively of antiques was her countermove.

It cost her something of a struggle. There were amiable people, otherwise conspicuously eligible, whom she could omit if she adhered to her plan, and there were some whom she despised must be asked on account of the illustriousness of their pedigree. But Mrs. Gouverneur had set out to check the deterioration of society in New York, and she was not the woman to draw back when principle demanded the sacrifice of her feelings. She had taken the liveliest fancy to young Millard, who by a charming address, obliging manners, and an endless stock of useful information had made himself an intimate in the Gouverneur household. He had come to dine with them informally almost every other Sunday evening. To leave him out would be a dreadful cut; but what else could she do? What would be said of her set of old china if she inserted such a piece of new porcelain? What would Miss Lavinia Vandeleur, special oracle on the genealogy of the exclusive families, think, if Mrs. Gouverneur should be so recreant to right principles as to invite a young man without a single grandfather to his back, only because he had virtues of his own?

"I say mother," said Philip, her son, when he came to look over the list, "you haven't got Charley Millard down."

"Well, how can I invite Mr. Millard? He has no family."

"No family! Why, he is a descendant of old Governor Van Dam, and one of his ancestors was an officer under Wayne at Stony Point."

"Are you sure, Philip?"

"Certainly; he has pictures of Stony Point and of Rip Van Dam hanging in his room. No Revolutionary party would be complete without him."

Mrs. Gouverneur looked at Philip suspiciously; he had a way of quizzing her; but his face did not flinch, and she was greatly relieved to think she had missed making the mistake of omitting a friend with so eligible a backing. Millard was invited, rather to his own surprise, and taken into preliminary councils as a matter of course. When the introductory minuet had been danced, and the ball was at its height, Philip Gouverneur, with a smile of innocence, led his friend straight to Miss Vandeleur, who proudly wore the very dress in which, according to a rather shaky tradition, her great-great-aunt had poured tea for General Washington.

"Miss Vandeleur," said Philip, "let me present Mr. Millard."

Miss Vandeleur gave Millard one of the bows she kept ready for people of no particular consequence.

"Mr. Millard is real old crockery," said Philip in a half-confidential tone. "Some of us think it enough to be Revolutionary, but he is a descendant of Rip Van Dam, the old governor of New York in the seventeenth century."

Miss Vandeleur's face relaxed, and she remarked that judging from his name, as well as from something in his appearance, Mr. Millard must have come, like herself, from one of the old Huguenot families.

"Old Revolutionary too, Charley?" said Philip, looking at Milliard. Then to Miss Vandeleur, "One of his ancestors was second in command in the charge of Stony Point."

"Ah, Philip, you put it too strongly, I—"

"There's Governor Cadwallader waiting to speak to you, Miss Vandeleur," interrupted Philip, bowing and drawing Milliard away. "Don't say a word, Charley. The most of Miss Vandeleur's information is less sound than what I told her about you. Nine-tenths of all such a genealogy huckster takes for gospel is just rot. I knew that Rip Van Dam would impress her if I put it strongly and said seventeenth century. You see the further away your forefather is, the more the virtue. Ancestry is like homeopathic medicine, the oftener it is diluted the greater the potency."—*Century*.

COLUMBUS, O., March 2, 1891.

Editor Railway Conductor:

In a late number of *THE CONDUCTOR* the question is asked by the correspondent of our flourishing Division at Philadelphia, "Where are our sister divisions?" I beg leave to answer this in brief by saying, each one at home and doing grandly. However, like our Philadelphia sister, we would like to hear from them through the columns of *THE CONDUCTOR*. As this gracious privilege has been extended to us we certainly should improve our time and lay hold of our opportunity. It is now nearing the close of the second year in which I have been the servant as well as the head of our Auxiliary, and while the fruit of the first year's labor was in reality nothing, yet it was sowing the seed to be reaped when the harvest was ready. Had we not been such a strong advocate in the belief that we would accomplish good and be recognized as a benefit to all O. R. C. families, we surely would have folded our hands and given up in despair, but we are most happy to say we were spared such an adverse fate and are here alive and well with the interest in our Order on a rapid increase.

The splendid reports from our cifferent Divi-

sions is sufficient to assure us that our labor and patience was not in vain, to say nothing of our prospect for instituting new divisions.

Some few months ago in reading a report of the convention of the B. of L. E. at Pittsburg, in which it was asserted that their ladies Auxiliary had been reorganized by that body and given all the consideration and support possible, we were at once almost consumed by that monster, jealousy, to such an extent that it almost destroyed our hope and our ambition to try further. A dozen queries arose in our mind. What was the trouble with our Auxiliary? Were we not as capable and as well qualified to manage a society? Or was it the fault of the conductors? Did they not appreciate a society composed of their wives? Or were they opposed to us? To all this we could find no satisfactory answer and a spirit of determination again took hold of us.

A society with charity and true friendship as its cardinal doctrine, must find favor in the eyes for whom it was intended, and as a reward for our renewed efforts we have had the pleasure and satisfaction of organizing two Divisions since that time, one at Toledo, O., the other at Newark, O., and will leave in a few days for Pennsylvania to institute a Division at Sunbury, and in all probability at two or three other places before our return. We then expect to go to Indiana for a like purpose. As a further recommendation for our Auxiliary and a recognition long hoped for, we are happy in the receipt of a communication from a grand officer of the Order of Railway Conductors tendering us his assistance in our work and also giving us some very good suggestions by which we expect to profit. This letter, coming as it did, unsolicited and with its helpful words, was indeed the source of a great deal of comfort to us and for which we tender the thanks of every member of our entire Order.

There is an old saying, "anything that is worth having is worth asking for," and God's word also says "Ask largely that your joy may be full." And I am not sure but that on the strength of this we may sometime in the future ask rather large things and earnestly hope we will not have to go our way "sorrowing."

MRS. CHARLES E. RAGON,
President Ladies Auxiliary.

Editor Railway Conductor:

On Saturday evening, March 7, the wives of the members of Marion Division 268, perpetrated a surprise on them, complete in every detail, and one of the happiest affairs of the season.

In obedience to "orders" they repaired to the

home of Conductor F. M. Howard for the sole purpose, they were assured, of spending a pleasant evening.

With music and conversation the hours sped swiftly by. At about 11 o'clock, after the discussion of a dainty collation, served by Mrs. Emberson, came the principal event of the evening. Mrs. Frank Hahn, wife of Conductor Frank Hahn, in behalf of the ladies, presented the lodge with a handsome altar cloth, in green silk, with the letters "P. F." on one end and "Marion Division 268" on the reverse in white. The gift was accompanied by the following poetical presentation address:

My friends, we meet here to-night with pleasant expectation.

Nor did we mean to give you time to grasp the situation,

For "railroad men," the people say, are quite often "over nice,"

So we have planned to give them once a most genuine surprise.

Since you have thought your better halves were hardly worth a mention

In all your safely guarded plans of O. R. C. convention,

We thought to make a pleasing gift to decorate your altar,

Thinking, perhaps, it might remind and sometimes make you falter

At thought of those who sit at home and patient wait your coming,

Or from the window to the door keep up a constant running.

But though you're often missed at home, we trust that every meeting

Will prove a beneficial one, and this will be our greeting,

And by its presence we would have you feel there is beside you

A loving friend that guides and keeps whatever may betide you.

This "red" your "danger signal" is, and as it binds these letters,

So yielding oft to little sins will bind our souls with fetters.

By this we mean you have no time for any moral sleeping.

For unseen dangers lurking near a constant vigil keeping.

The "green" means, "go with caution" for around the track before you

May wait concealed some subtle foe to scatter ruin o'er you,

And there are wrecks of homes and friends that prove as unrelenting

As final death, towards whose end rash acts are
oft consenting.

And we would repeat the story that of either
"tongue or pen"

The saddest words the heart may know are the
words "it might have been."

And when the "way" is made quite clear, the
white will please remind you,

'Tis meet to give the "Father" thanks for dangers
left behind you.

And friends we have full many thoughts words
fail us in expressing,

But pray with all you undertake, God may ac-
cord His blessing.

This life at longest is not long, but ere your sun
is setting

We wish you many happy hours, your work and
care forgetting.

May health and happiness combined with grand
success attend you,

But should you feel the need of friends we gladly
will befriend you,

So please accept in our behalf this small but
friendly token

And may it serve to strengthen ties that long re-
main unbroken.

At the close of her beautiful speech, which
could scarcely have been more touching or ap-
propriate, Chief Conductor A. W. Bell arose and
in behalf of the Division essayed to thank the
ladies. With a very few remarks, which were
none the less eloquent because of their brevity,
he resumed his place.

After recovering their equilibrium and praising
the beauties of the cloth and thanking the ladies
again and again, not only for the gift but for the
sentiments which prompted the giving, they dis-
persed to their homes, assuring their delighted
'spouses' that the event was one of the most
pleasant within their recollection. E. H. B.

Martha and Mary.]

(BY S. E. F.)

TWO MAIDENS.

Educated alike, were they,

Graduated, also, same day.

"Pessimistic philosophy,"

Martha said, "is the role for me,"

Mary said "I will take my seat

At optimistic teacher's feet."

Theorizing to conclusions

Each one cried, "you bold delusions."

Martha held 'life was always wrong,

That wailing drowned the voice of song."

Mary held "life was good and bright,

The lens in use determine sight."

Martha declared in accents terse,
"No man shall help me make it worse."

Mary answered becomingly

"A good man's wife I hope to be."

Legitimate each ambition

Time to each one brought fruition,

Life for each a different phase,

The result of different "ways."

A MAID.

With Robinson Crusoe I say,

"I'm monarch of all I survey,"

Especially when

In speaking of men

Who to maidens offer the best,

"The world's my oyster," men the knives

Who open it to us who are not wives,

To get most from life

Be a maid, not wife,

Homage from many gives it zest.

A WIFE.

I am his and—yes, he is mine,

Our common freedom, by design

Of our selection,

Is world rejection.

Nay a world is thus won, my own.

Have I bonds? they shape me a crown,

My world is filled with my renown.

"For worse or better,"

Mutual fetter

Making my husband's heart my throne.

AN OLD MAID.

I have been worried, yes, annoyed,

Vexed, disturbed. Joseph, the cat,

While with 'relics' I was employed,

Made a foot-ball of my new hat.

Then, this morning when I arose

My first glance made me to despair,

The parrot had clawed Jocko's nose,

'Jock' had mixed my clothes on the chair.

The world is all wrong, wrongs prevail,

Weeping now is surely duty,

Two teather's gone from 'Mimic's' tail,

Spoiled is my mocking bird's beauty.

What would I do with children's noise

When my 'pets' do worry me so?

If an old maid's life has no joy,

Married life must be full of woe."

A MOTHER..

"Faces to wash, garments to mend,

Impatience often to smother,

Household worries which never end,

Condensed all in the word mother.

Danger and pain from each birth

Is followed by joy and delight,

Because the law which rules the earth
 Says sunlight will follow the night.
 As mother, cares are multiplied,
 As mother, her joys will condense.
 Through woman's travail mother's pride
 From pain derives pleasure intense.
 What would I do without young feet
 To follow for the things mislaid?
 Busy am I, but the work is sweet;
 How I pity the poor old maid."

TWO OLD LADIES.

Wrinkled, old, forlorn and worried.
 In her movements jerky, hurried,
 Asking why to this world she came?
 "For being born she was not to blame!"
 Life was sad, sorrows unnumbered,
 With much serving always cumbered.
 For children, husband? No, not that,
 But monkeys, birds, dogs and a cat."
 Alas! poor Martha, 'tis the grist
 Of ancient maiden pessimist.

"Grandma! Grandma! Here is your chair.
 Close to the fire. The frosty air
 Is biting sharp, dreary outside,
 We'll protect you," young voices cried.
 "Here's your specs, your book, your knit-
 ting."
 Each striving for chance of sitting
 Close to grandma, whose thankful heart
 Echoes "I chose the better part,
 With fresh young voices, strong and true,
 This is life from optimist view."

Cause and Effect.

A little dinner party was in progress down below,
 While above-stairs, in the nursery, was a lonely
 little Fred.

"There is nothing left to do!" he sighed.

"That clock is very slow,
 And when nurse *does* finish supper, she will put
 me straight to bed.

"Now, if they'd let me play with that!"—he looked
 up on the wall,

And gently pushed a chair along before him, as
 he spoke—

"I really would not mischief it, or worry it at all,
 And I feel quite pretty certain I could mend
 it, if it broke!"

About five minutes after this, the door-bell rang,
 and low

The servant to the master whispered, "Sir,
 he's at the door—

The messenger, you rang for." Replied the mas-
 ter, "No;

He's made some stupid blunder." And he
 thought of it no more.

Five minutes passed; a sound of wheels; the ser-
 vant came to say,

"The carriage is a-waiting, sir—belike it's come
 too early,

But the man is very positive yourang for a
 cuppay."

"I didn't," said the master, and his look and
 tone were surly.

In the same mysterious manner a policeman came
 and went,

And a doubtful look was growing now, upon
 the master's face;

An idea had occurred to him of what the mystery
 meant,

And he was just preparing to follow up the
 trace—

When, lo! "A burst of thunder-sound,"—the en-
 gine drew up proudly,

Close followed by the hose-cart; and dire con-
 fusion grew,

But the master from his doorstep by shouting
 wildly, loudly,

Was in time to stop the deluge, and 'twas all
 that he could do.

Straightway to the alarm he went, and captured
 Master Freddy,

Who sobbed, "I only gave it such a little, little
 jerk!

I didn't mean to start it—just to try if it was
 ready;

I wanted—all I wanted was to see if it would
 work!"

—*St. Nicholas.*

Salt, Sioux, Sue.

There was a fair maid at the Sault,
 To her lover she swore to be trault;
 But this maid was quite proud,
 And in the same breath she vowed
 If he shook her, for damages she'd sault.

There was once a chief of the Sioux,
 Had some business deals with a Jioux.

Of that race he's afraid—

When they ask him to trade
 He replies, "I'll be hanged if I dioux."

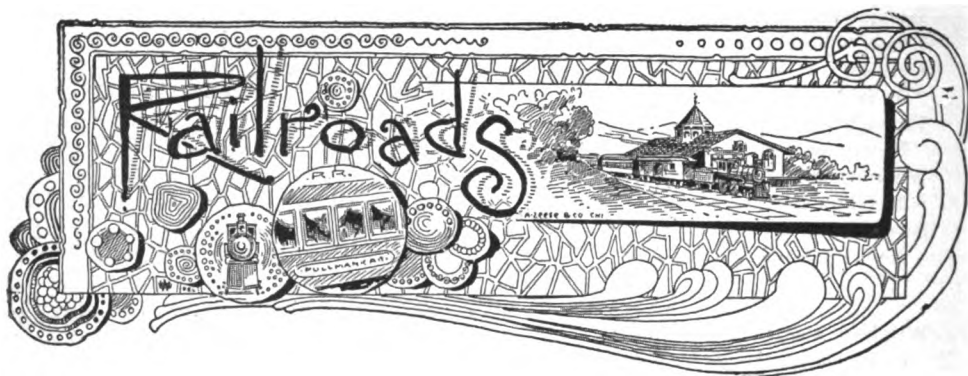
A girl in Tacoma named Sue,
 A young man attempted to wue;

When he asked her to wed

She said "O no Fred.

I can't for I'm not stuck on yue."

—*Spokane Spokesman.*



Railroad Taxation in Iowa.

"The efforts being made to largely increase the valuation of the railroads of this state, for taxation purposes are ill-timed and most unfortunate. It can easily be demonstrated that the railroads are paying their just proportion of taxes of the state. There can be no question but that the valuation put upon their property is as high as that upon farm or any other property in the state.

The demand now for increased valuation of railroad property emanates from a class of demagogues who are using the farmers for the purpose of advancing the demagogues' own interests. Some of these demagogues have ambitions to satisfy, and others have itching palms to be scratched by legal tender metals.

The state at large must suffer for it all. The farmers, who so willingly loan themselves to the accomplishment of these great injuries, are the first and worst sufferers. If they would open wide their eyes and read the facts furnished by reliable and responsible parties, they would learn that the great mass of legislation on the statute books of the state works with them far greater hardships than benefit.

It has been said hundreds of times that the railroads are the best friends the farmer possesses. For the farmer to wage war upon his friend is ungrateful on his part, and the extent of that ingratitude is measured by the character of the unfriendly acts he seeks to have done.

The warfare continued on the railroads has always born fruit, and this year is bearing more fruit than ever. The wholesale discharge of employes is caused directly or indirectly by the unfriendly legislation of Iowa. Those employes scattered all over the state, (in many localities they are the life and blood of the community,) are the innocent sufferers. The farmers have no more moral right to do an act that will lose a section hand his place, than they have to do an act that

will directly or indirectly illegally dispossess a landlord of his land.

The war upon railroads is a war upon railroad employes. There are more than 35,000 of them in this state. The incessant and continuous pecking away at the rights and interests of the railroads are dismal sounds to the hard working employes of those roads. The blows turn men, women and children out of their homes, and only the demagogues who laugh as the farmer strikes, reap any benefit. He feathers his nest and looks out for number one. The farmer, wearied by what are oftentimes well meant strokes, watches his grain grow and his cattle fatten and wonders when he will reap the benefits of the blows he has been inflicting upon the railroads.

These benefits never come. They cannot come. Of course, there may be exceptional cases, but as a rule, aside from certain principles touching railroad control, which all railroads admit the necessity of, and which railroads observe, railroad legislation in Iowa has not been of any perceptible benefit to the farmers, or in fact to shippers generally.

Immediately after the repeal of the first general act passed in 1874, fixing freight and passenger rates, the railroads continued to reduce their charges just as rapidly as the completions of their lines in the state would permit. This reduction was actually going on when that sweeping act was passed. The act prevented a continuation of the reduction, because the roads were hampered and bound by unnatural restrictions, and all they could do was to operate their lines in the most economical manner, make needed improvements and keep out of bankruptcy.

As soon as the unwise restriction was repealed the roads seemed to possess new life, and they at once continued, voluntarily, to make reductions in rates so that previous to the commencement of what may be termed the second era of unfriendly legislation, an average reduction had been made

of fully one-half. Since control has become so complete and minute that an engineer dare not open a throttle or move a wheel until he examines the statutes to see if he is proceeding legally, no reductions have been made; and so long as a few limbs of the law, wholly and entirely inexperienced in the system of operating railroads, father legislation, so long will the railroads be crippled, so long will they be compelled to discharge thousands of employes and reduce the wages of other thousands, and so long will the service inside the state be of that character which fail to return the greatest benefits to the greatest number.

What must be the result should the executive council yield to the hue and cry of the deceived ones who are praying for the increased valuation? Certainly, the increased tax must be paid by the patrons of the railroads. If \$2,000,000 are added to their taxes in Iowa, the local charges on freight must be increased enough to realize that \$2,000,000. All courts hold that neither legislatures nor commissioners can fix rates so low as to prevent the roads from earning enough to pay operating expenses, necessary repairs and a reasonable interest on the value of their property.

The demand to increase the valuation for taxation purposes, if conceded, puts greater burdens on the railroads, which the law permits them to transfer to the shoulders of the people. Who is benefitted?—*Clinton Age*.

The state of Iowa has not, nor has it ever had, a more conservative or more ably edited newspaper than the *Clinton Age*, from which the above editorial is taken. The *Age* has never been classed as a railroad organ and its editorial utterances at this time have a peculiar significance. While the editorial is as a whole admirable, both as to manner and matter, one point seems worthy of special note: "The warfare continued on the railroads has always borne fruit, and this year is bearing more fruit than ever. The wholesale discharge of employes is caused directly or indirectly by the unfriendly legislation in Iowa. These employes, scattered all over the state—in many localities they are the life and blood of the community—are the sufferers. The farmers have no more moral right to do an act that will lose a section hand his place than they have to do an act that will directly or indirectly illegally dispossess a landlord of his land. The war upon railroads is a war upon railroad employes. There are more than 35,000 of them in this state. The incessant and continuous picking away at the rights and interests of railroads are dismal sounds to the hard working employes of these roads."

The above is absolutely and literally true. The senator or legislator who is continually attacking the railroads, whose stock in trade is antagonism

to railroads and their interests, is striking a blow at not only the laboring man directly employed by the railroads, but at all classes of labor. The palsying effect of this legislation is far reaching, and its most cruel blows, immediate and remote, fall upon labor. Mechanics and shop men are driven from the shops of the railroads, the fire dies out on the forges and the ring of the anvil is dumb. Section men and laborers by the score are started out upon a weary tramp for work which they cannot find. The furnaces of the great rolling mills go out, and the hundreds of employes reluctantly go into enforced idleness; the stoppage of railroad construction and the suspension of railroad repairs means no demand for the product of the mills. The paralyzing effect extends to the forests of the north and south, and the cheery sound of the woodman's ax is still, for the poverty of the railroads means no demand for ties and bridge timbers. In a thousand ways and in all localities these persecutions of our railroads, under cover of law, work direct and cruel hardship upon the workmen of our land. We do not understand how any man can claim to be a friend of the laboring man who is in any manner or to any extent responsible for the thousands of homeless, despondent laboring men, forced into involuntary and unwilling idleness, because the railroads that for years have given them employment can no longer earn the money to pay them for their work.

What is needed above and beyond anything else is a better understanding between the railroads and the people.

Let each treat the other with a spirit of fairness and honesty.

The best interests of the railroads and of the state, and of each community served by the railroads, run in parallel lines.

No harm can come to one without corresponding injury to the other.

Discord and contention mean disaster and adversity, while peace and harmony mean prosperity, and will certainly advance all the material interests of the state.—St. Joseph (Mo.) *Herald*.

Wm. M. Mitchell the New Railroad Commissioner.

The state executive council met in annual session at 10 o'clock to-day, in the office of the secretary of state, for the purpose of electing a railroad commissioner to succeed Judge James Humphrey, whose third term in that position expires April 1st.

There were several candidates for the commissionership, but when it came to the election this morning, but two opponents of Judge Humphrey were in the race. On the first ballot James

Humphrey received 2 votes, William M. Mitchell, of Newton, a former Santa Fé conductor, 3 votes, and Tully Scott, of Oberlin, 1 vote.

The second ballot stood: Humphrey, 1, Mitchell 4, Scott 1.

On the third ballot the entire six votes of the council were cast for Mitchell and he was declared elected.

The law is such that Judge Humphrey's successor could not be a republican and the candidates were all either democrats or alliance men.

Perry B. Maxson, of Emporia, was endorsed by the Lyon county alliance. General W. D. Bradshaw, of Ottawa, formerly traveling freight agent of the Missouri Pacific, was endorsed by the alliance at large; while Mr. William M. Mitchell, a practical railroad man and a democrat, was not only endorsed by all the prominent democrats in the state, but was also endorsed by the legislative board of the Confederation of Railway Employés, who were in session here early in January, and since the adjournment of the board petitions endorsing Mr. Mitchell have been rolling into the secretary of state's office, until there are now over 1,900 railway employés of Kansas whose names are his endorsement.

In the Santa Fé general offices there is a general feeling of satisfaction over the choice of Mr. Mitchell, who was for several years a passenger conductor on that road south of Newton, but who recently resigned.

Attorney General Ives in speaking of the election, said: "A better choice could not be made. I am well acquainted with Mr. Mitchell and he is a practical railroad man endorsed not by any of the railroad companies, but by 1,700 employés. He is about 38 or 40 years of age, and is a self-made man. His experience in railroad matters has been large and varied, and he will make an excellent commissioner."

Gov. Anthony is the only member of the board in the city. He said: "I do not know Mr. Mitchell, and do not know that I have ever seen him. We need practical railroad men on the board."

Judge Humphrey, who has been in the western part of the state distributing grain, said when he left, "I expect when I return I will be legislated out of office." He was expected home to-day, but both he and Commissioner Greene are snow bound.—*Topeka (Kas.) State Journal*.

Employes and Legislation.

To the Editor of the *Indianapolis Journal*:

In the railway news of the *Journal* of the 25th, under head of "Trying to prevent hostile legislation," an assertion is made in regard to legislation in Illinois that I cannot permit to pass unchal-

langed, and, as I cannot question it in our own publication before April 15, and the matter may be settled before that time, I crave permission to do so through the *Journal*.

The article referred to concludes as follows:

Another bill which will meet with determined opposition is that introduced at the instigation of railway employés, the object of which is to make the companies responsible for any injury received by an employé while on duty, whether the injury is received through the neglect of the company or employés, or not.

The *Journal* has certainly been misinformed in regard to this bill, and the statement that it is intended to, or will, make companies responsible for injury whether they or their employés are at fault or not is entirely erroneous. This bill is similar in character to the one introduced in the Legislature of Indiana making companies liable for injury to their employés when such injury occurs through the negligence, carelessness or incompetence of other employés. All that is asked by it is just what has been in force in Iowa, Massachusetts and several other states for a number of years, and in no case has any injustice been done to any company under such a statute.

I do not think it is at all necessary for me to say anything in reference to the flagrant injustice of the common-law rule relieving the employer from all liability to the employé for injuries received through the negligence or incompetence of other employés, or the injustice of the numerous court decisions holding that a train dispatcher and fireman, section man and conductor, or engineer and brakeman are fellow employés under this common-law rule. The bill pending in Illinois is not so stringent as the one introduced in the Indiana House (which was, I believe, considerably modified and amended by the Senate and finally adopted), and it simply seeks to do away with the injustice above noticed.

In regard to rate legislation, the employés have almost always been found aiding the companies in defeating "2-cent fare bills," and in a number of instances, the railway officers themselves freely admit that it was the influence of the employés and not that of the officers and railway attorneys that defeated them. This was notably the case in Iowa three years ago, and I am inclined to think that a close investigation of the Wisconsin case referred to by the *Journal* will reveal the fact that Mr. Miller's argument before the committee, no matter how convincing, had less to do with the defeat of such legislation there than any other influence. Yet when the employés ask for legislation that will give them simple justice they always find the companies solidly arrayed against them and their "determined opposition" is always

backed by plenty of money to maintain lobbyists of every grade and character from the president in his private car to the petty hanger-on with "influence," while the employé must contribute from his scanty earnings just so much as will barely suffice to pay the actual expenses of two or three only of their own number. Again, one of the greatest obstacles that employes find on occasions when they undertake to oppose bills for the reduction of rates is that they almost invariably have to meet the fact that some one or more of the companies interested are carrying for less than the proposed legislative rates. While the Iowa employes' committee was in Des Moines three years ago opposing a bill reducing freight rates the railways were hauling freight into that city for about one-quarter of the minimum rates proposed by the bill in question. In Illinois to-day passengers are being carried for 2 cents per mile, and there has been for some time past a very undignified squabble over it, and one prominent road has been threatening to make a general open rate of 2 cents per mile. It is these things that make such arguments as that of President Miller valueless, because the statements made receive no credit from the average legislator who believes that Mr. Stickney tells the truth when he says railway officers, as such, cannot be believed, while the employes have influence because they are credited with sincerity. The old story of the hunter and the Indian tossing up for the turkey is peculiarly applicable to the railways and their employes in the matter of legislation as well as in many other things. They are always glad to have the aid of the employes in defeating adverse legislation, but when it comes to a little legislation in behalf of the employé himself, they are willing to "toss up", but only on the condition of "heads, I win, tails you lose."

WM. P. DANIELS.

CEDAR RAPIDS, Ia., March 27.

—*Indianapolis Journal*.

New York Legislation.

The following bills are pending in the New York legislature.

An act to provide against accidents on railroads and regulate the number of men to manage passenger, mail, express, freight and mixed trains and live locomotives, number to be used, and how within this state.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. It shall be unlawful for any person, persons or corporation operating any line or lines of railway in this state, of thirty miles in length or over, to dispatch any train or trains,

locomotive or locomotives, and cause the same to be managed by a less number of competent employes than hereinafter provided for.

SECTION 2. Passenger, mail and express trains composed of three cars and not more than six, shall be manned by a conductor, fireman, baggagemaster and two brakemen, and for every additional three cars thereto shall be assigned one additional brakeman.

SECTION 3. Freight or mixed trains composed of twenty cars and not more than thirty, shall be manned by a conductor, engineer, fireman, and four brakemen (one of whom shall be designated by the conductor and known as flagman), and for every additional eight cars thereto shall be assigned one additional brakeman, provided that it shall be lawful in case of accident or other emergencies to move any train to destination when such arise; between section or division points, by a less number of brakemen and at reduced speed.

SECTION 4. No live locomotive (without cars) shall be dispatched over any section or division of any railway, except it is manned with a conductor, engineer and fireman.

SECTION 5. One locomotive shall be used to draw a train over any section or division of any railway, except on grades where pushers or helping locomotives may be used. Provided the provision of this section shall not prohibit the use of two or more engines to properly manage and use snow plow or flanger.

SECTION 6. Any person, persons or corporation operating any line of railway in this state, who shall fail or neglect to comply with the provisions in this act in whole or in part, shall be guilty of a misdemeanor, and on conviction shall be punished by a fine of not less than three hundred dollars or more than five hundred dollars for each offense.

SECTION 5. This act shall take effect on and after the first day of July, eighteen hundred and ninety-one.

An act to provide against accidents on railroads and limit the hours of service.

The people of the State of New York, represented in Senate and Assembly do enact as follows:

SECTION 1. That no person, persons or corporation operating a line of railroad of thirty miles in length or over in whole or in part, within this state, shall permit or require any conductor, engineer, fireman or any trainman who has worked in his respective capacity for twenty-four hours, to again go on duty or perform any kind of work until he has had at least eight hours' rest.

SECTION 2. Ten hours' labor performed within twelve consecutive hours, shall constitute a day's labor in the operation of all steam surface and elevated railroads owned and operated within this state. Provided, that this provision shall not effect the mileage system now in operation, or that may hereafter be placed in operation, or, trips of regular scheduled trains when completed within a less number of hours.

SECTION 3. For every hour in excess of said ten hours' labor that any conductor, engineer, fireman or any trainman of any railroad company or corporation, owned and operated within this state, who works under the direction of a superior or at the request of such company or corporation, shall be required or permitted to work, he shall receive comparative compensation for said extra service in addition to his daily compensation.

SECTION 4. Any railroad company or corporation, or any officer, agent or employé of any such company or corporation violating or permitting the violation of any of the provisions of this act, shall be guilty of a misdemeanor, and on conviction shall be punished by a fine of five hundred dollars for each offense.

SECTION 5. This act shall take effect immediately.

Lighting the Hoosac Tunnel.

The Hoosac Tunnel is $4\frac{1}{4}$ miles long, from Hoosac Tunnel Station west through the mountains, to a point two miles east of North Adams on the Fitchburg Railroad. The tunnel is 26 feet wide and 22 to 26 feet high, and has two railway tracks, on which from sixty to one hundred trains pass through every twenty-four hours.

The Hoosac Tunnel is thoroughly ventilated by means of a central shaft that runs like a chimney from the roof of the tunnel at the very centre of of the bore up to the open air, 1,028 feet above, and west shaft 2,500 feet from western entrance. These shafts carry off all the smoke and vapors incident to a tunnel. Ventilation is aided very much by the use of gasmakers' coke as fuel for the locomotives in the tunnels. Coke gives out no sparks, and very little smoke.

The Hoosac Tunnel is well lighted by incandescent electric lamps, of which there are 1,250 placed forty feet apart on either wall of the tunnel, about five feet above the ground.

IT IS PERFECT LIGHTING.

The engineers and officials of the Fitchburg Railroad stated with unanimity to the reporter that the lights were put in two years ago as an experiment, and that they had worked with perfect satisfaction; that there had never been an acci-

dent in the tunnel since the lights were put in, and the company was very much pleased with the result.

The reporter stated that the fact was evident that they lighted and made the tunnel perfectly safe; that an engineer could see nearly a mile ahead of his engine, the light being not glaring, but even and pleasant—illuminating the whole tunnel about as one's sitting room is usually lighted. The track was lighted for a distance from a half to three-quarters of a mile beyond the farthest ray of light from the headlight. There was more light on the track and roadbed than elsewhere, but the whole tunnel was lighted—not like a ballroom, but like a family living-room. The ceiling of the tunnel could be seen for 100 feet distance, I should think.

We met a heavy freight train when well into the tunnel, and, it worthy of mention, we had hardly got a car's length beyond the freight engine when the air was clear again and lights on one side of the tunnel were plainly visible far away before us.—*Evening World, New York.*

For an Engineer's License.

In the Illinois senate Mr. Farmer has introduced a bill making it unlawful for any person not now engaged in running or operating a locomotive to undertake to run or operate one unless he shall have passed an examination and received a certificate of qualification. No person shall be eligible for such examination for the business of locomotive engineer unless he is 21 years of age, able to read and write the English language, of good moral character and sober, and has had three consecutive years' experience as a locomotive fireman immediately preceding his application for such examination on the railroad where application is made. A certificate in writing, signed by the engineer or engineers with whom he has served as such fireman, will be sufficient evidence of that fact. The superintendent of machinery, master mechanic, or other officer who has charge of the machinery department of any railroad in the state is authorized and required to examine such applicants only as have served on his line, and who shall present themselves for examination at such time or times as he may designate, and if he is satisfied from such examination that the applicant has the necessary qualifications for the business of locomotive engineer he shall give him a certificate in writing to that effect, signed by such officer in his official capacity. No locomotive engineer can have charge of any engine pulling a passenger train on any railroad in this state unless he has had one year's experience as a locomotive engineer in freight service in addition to any

time he may have spent or any experience he may have had in running or operating any locomotive engine in switching service or doing yard work. Any person who runs or attempts to run or operate any locomotive engine on any railroad in this state contrary to the provisions of the act can be fined in any sum not less than \$5 nor more than \$100 for each offense, and any railroad company employing any person as locomotive engineer contrary to the provisions of the act can be fined in any sum not less than \$100 nor more than \$1,000 for each offense. The act does not apply to persons known as "hostlers," whose duty it is to take locomotive engines into and out of the roundhouse. It is made the duty of the state's attorney to commence and prosecute all suits for violations of the act.—*Exchange*.

Chicago, Milwaukee & St. Paul Schedule.

IN EFFECT DECEMBER 28, 1890, AND AS AMENDED
JANUARY 28, 1891.

WORK AND FREIGHT TRAIN SERVICE.

ARTICLE 1. The wages of men employed on work trains will be \$3.20 per day for conductors and \$2.10 per day for brakemen.

Way freight conductors and brakemen will receive \$3.00 and \$2.00 per hundred miles, respectively.

Through freight conductors and brakemen will receive \$2.90 and \$1.95 per hundred miles, respectively.

Brakemen entering the service will receive \$.73 per day for the first three consecutive months' work, after which they shall receive full rate.

ARTICLE 2. On work trains twelve hours or less will constitute a day. If mileage exceeds one hundred miles, actual mileage will be allowed at work train rates.

Ten hours or less, when time is required to make one hundred miles, on freight trains, will constitute one day.

On all runs ranging from ninety (90) to one hundred (100) miles a full day will be allowed; on runs of less than ninety (90) miles a full day will be allowed, provided no other mileage is made the same day; if other mileage is made, then actual mileage will be allowed.

On the Chicago & Milwaukee division once over the road will constitute a day.

One hundred and fifty miles will be allowed between La Crosse and Minneapolis.

On branch lines where the regular run is less than one hundred miles, over time will be allowed when more than ten hours are consumed in making the run and doing the necessary switching, at the rates in existence prior to December 28, 1890.

ARTICLE 3. Over time shall be computed on a basis of ten miles per hour. In computing over time no fraction of an hour less than thirty minutes shall be counted; fractions of an hour over thirty minutes shall be counted one hour.

ARTICLE 4. The time of extra trains shall be computed on the same basis as schedule trains. All allowances made to trainmen on through freight trains shall be made to trainmen on extra freight trains.

ARTICLE 5. When men are held for snow plow service, they shall be paid full time. In all cases where men are working in the snow and trying to open the road, they shall be paid hour for hour, so long as they are in that service, at through freight train rates. When men are away from home over one day at a time, owing to snow blockades, one-half time shall be allowed; men to remain subject to call. Time to begin after one day has expired.

ARTICLE 6. Trainmen dead-heading over the the road on company's business, on passenger trains, to be paid half mileage. When dead-heading on freight trains full mileage will be allowed. When attending law suits, full time will be allowed and expenses paid for every day off.

ARTICLE 7. When train men are required to switch at terminal stations over one hour, where switch engines are regularly employed, they shall receive compensation for such service at road rates, viz.: ten miles per hour, no allowance to be made for less than one hour. At terminals where switch engines are not regularly employed, no time will be allowed for switching, unless the time consumed in doing the necessary switching and making a run of one hundred miles exceeds ten hours. All time in excess of ten hours, in such cases, will be paid for at road rates, viz.: ten miles per hour.

ARTICLE 8. At terminal or division stations where callers are employed, they shall call trainmen as near as practicable one hour before leaving time of trains, provided they live within one mile from the place where they take charge of trains. The caller's book will state the leaving time of trains and the men who are called shall, in each instance, register their names together with the time at which they were called. In computing over time, time of men shall begin at the time specified in the caller's book for the train to leave.

ARTICLE 9. In cases where trains are abandoned, trainmen having been called, they shall be paid for all time on duty until released, but in no case for less than twenty-five miles.

ARTICLE 10. As a rule freight trainmen shall run on the freight division to which they are

assigned. Crews not assigned to regular runs, shall run first in, first out.

ARTICLE 11. Freight train crews called to make a single run over their respective freight divisions with passenger trains or passenger equipment, shall receive full freight train rates therefor.

ARTICLE 12. As near as practicable the number of crews in freight service, on all divisions shall be kept down to correspond with the volume of business, so that they may make not less than 2,600 miles per month.

ARTICLE 13. Promotions will be based upon the faithful discharge of duties, capacity for increased responsibility and fitness for the position, to be determined by the Superintendent. As a rule, promotions to freight conductors are to be made from freight brakemen and passenger conductors from freight conductors. The company at all times reserves the right to hire experienced men outside of its own employés or to transfer men from one division to another, whenever the business of the Company may require it. In case a trainman is transferred from one division to another, the same standing on the first division shall be maintained upon his return.

ARTICLE 14. Actual mileage shall be allowed for doubling hills, provided trains are thereby delayed over ten hours in making a run of one hundred miles. No allowance will be made for doubling hills, as above, on runs of ninety miles or less.

ARTICLE 15. Train crews shall not be required to repair disabled cars left at stations by other trains. When practicable to do so, without detriment to the Company's business, car smiths shall be sent to make necessary repairs. Cars disabled in trains shall be repaired or chained up by the train crew and taken through to destination or division station, when possible and safe to do so, and it can be done without unreasonable delay to trains.

PASSENGER TRAIN SERVICE.

ARTICLE 16. No change shall be made in compensation of passenger train men. They shall be paid at the same rate and on the same basis as heretofore.

GENERAL REGULATIONS.

ARTICLE 17. Conductors shall have full and entire control of brakemen on their trains and of the placing of them and shall not be required to take out a brakeman whom they know to be incompetent.

ARTICLE 18. Trainmen shall rank from the day they are employed and in the event of a surplus of men the oldest in the service on their respective divisions shall have the preference of

employment; character, ability and merit being equal.

ARTICLE 19. No trainmen shall be suspended or discharged without just cause. In case of suspension or dismissal, if he thinks his sentence unjust his case shall have a thorough investigation by the proper officers, at which he may be present if he so desires. Such investigation shall be made as soon as possible and if found unjustly suspended or discharged he shall be reinstated and paid full time while so out of service.

ARTICLE 20. When trainmen have been in continuous service so long as to require rest, they shall not be required to go out until sufficient time has been allowed them to recuperate; men to be the judges of their own physical condition.

ARTICLE 21. When time is not allowed as per conductors' daily time slip, it shall be returned at once with the reason for not allowing the time.

ARTICLE 22. Any trainmen suspended or dismissed, shall have the privilege of appeal to the Superintendent. If he fails to adjust the case appeal can be made to the Assistant General Superintendent, General Superintendent and General Manager in regular order.

ARTICLE 23. All subordinate officers and conductors shall be provided with copies of the foregoing schedule and copies shall be kept at all terminal and division stations easily accessible to trainmen.

ARTICLE 24. All schedules, rules and regulations in conflict with these, now adopted, are void.

Approved,

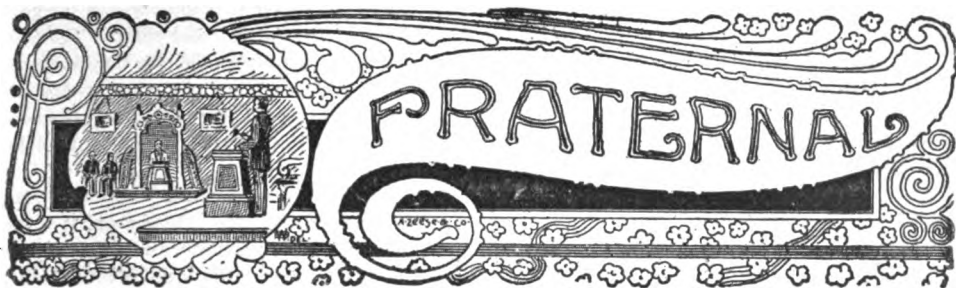
W. G. COLLINS,

A. J. EARLING,

Gen'l Superintendent.

Gen'l Manager.

One John L. Sullivan, whose physical strength makes him a bully and whose appetite makes him a drunken loafer, at present exhibiting himself through the country under the guise of an actor, to those silly enough to go and see him, met his match in a physical way lately in the person of a brakeman. Sullivan was as usual, drunk and abusive on the train and the brakeman undertook to make him behave himself; Sullivan insulted the brakeman for attempting to perform his duty and "brakey" resented it and gave the bruiser a good threshing; the brakeman's name was Townsend and the affair happened on a train near Athens, Georgia and while it is not likely that "Markee of Gooseberry rules" were observed, the brakeman deserves the thanks of every gentleman in the United States and if Sullivan shall profit by the lesson and learn to behave himself in public hereafter, it will be a great benefit to himself as well as to the public who have suffered from his abuse and brutality heretofore.



Timely Caution.

ASHTABULA, March 24, 1891.

Editor Railway Conductor:

Seeing so much of the subject of federation discussed in the columns of *THE CONDUCTOR* I ask the question, what are the principles of federation? I answer the question as I understand it. It is a combination of labor for the purpose of bettering its condition, both moral, social and financial, and has the right to use lawful and honorable means to attain the desired end. Should the federation lose sight of the principles involved and the means to be used the object would become unworthy and disappointment would be sure to follow. You may ask why I speak of this. In talking with many different men I find they seem to think so soon as federation is accomplished, taking it for granted that it is, and I think it will be in the near future, that they have only to ask for what they want and it will at once be granted, no matter if the request should be an unjust one, and should any official have the nerve to refuse he will at once be informed that we are federated, and if you do not grant what we ask we will get another man in your place—tie up the road, bankrupt the bondholders, discommodate the public, and finally let the capitalist absorb his capital by idleness, and labor and those dependant upon it starve. Did it ever occur to you that to flaunt a red flag in the face of a bull until patience had ceased to be a virtue, he (the bull) would gore you in the end unless you run in a position to cut off his horns or put a ring in his nose? Now the question is this: Can said bull hurt you without getting hurt in return, or can you put the ring in his nose or cut his horns without the same result to you? No, sir, neither the one or the other. Both are necessary, one to the other, and when you try to cripple the one the other also must suffer.

Now then put yourselves in a position when it becomes necessary for you to go before the bull, so to speak, you will have the saw in one hand and ring in the other, should it be necessary, you will know how to put them to good use. But bear in mind you ask only what you would be willing

to grant men were the positions reversed and you on the other side. You must remember that officials are the custodians of property and are accountable to the board of directors for all acts committed by them, and should the officials grant all that men might ask for I fear we would soon have no need for officers or men. Let us be men and gentlemen; ask only that which is just, and that insist upon if necessary. In nearly any case you will meet with kindness at the hands of those from whom you seek redress.

Yours in P. F.,

H. R. L.

Stuart Division No. 279.

STUART, March 23, 1891.

Editor Railway Conductor:

Brothers Case, Bowers, Woods, Cavanaugh, Dougherty, Finncane, Reddy and Clifford of Des Moines Division No. 38, visited our town yesterday and instituted Stuart Division No. 279, with the following membership:

J. W. Russell, C. C.; J. A. Morrison, A. C.; H. Hill, S. & T.; C. F. Taylor, S. C.; J. F. Benedy, J. C.; Wm. Wilde, I. S.; E. Overmyer, O. S.; H. P. Johnson, Delegate, and Brothers R. Hinds, O. S. Benedy, C. M. Cook, M. Hibbard, T. Kane, H. L. Nelson, T. Colley and M. Reaves.

We were all well pleased with the thorough manner in which Brother Case with his efficient assistants performed the work, and if a good square start is any criterion by which to judge our future we certainly will be successful.

After our division was organized and officers installed Brothers Bowers, Cavanaugh, Woods and Dougherty gave us some good sound advice.

We were very sorry that circumstances were such that our Grand Officers were unable to attend and hope that they will all find it convenient to visit us at some of our meetings in the near future, which are to be held on the second Monday and fourth Sunday of each month.

Brother Beatty, who is a member of Division No. 38, but a resident of this town, and who was injured more than a year ago by being knocked from his train, being hit by a water-spout, will

never be able to take his run again, as he is permanently disabled. He is a member of the insurance department, but has not yet received his money, though I have been informed that his claim has been allowed. I think that the insurance department should act a little more promptly than they have in this instance. More anon.

J. A. MORRISON.

DEMERSVILLE, Montana, March 14, 1891.

Editor Railway Conductor:

Please change the address of my CONDUCTOR from Helena to Demersville, Montana. You will see by above letter head what I have had the nerve to get out and do for a living, and I think I am going to make a success of it, too.

This is a new growing country and a good one. Am doing a good business and at a 100 per cent. profit. I would not trade it for the best train I ever had, and I had several very good ones during my brief experience of twenty years railroading, and it does not require one-half the ability that it does to handle the easiest freight train I ever had, and then the great beauty of this job is I am my own boss. No twenty-year-old kid sitting by a good warm fire can tell me over the wire just how to get forty loads along through a blizzard, and I don't have to get up at 4 a. m., walk a mile and a half down through the yard, get the numbers and seals on forty or fifty cars in a rain or snow storm, and find out in a week or ten days that I had been so extremely careless in taking my seal numbers, "mistook a six or nine for a cipher on a seal that had been put on wrong side up and inside out." That for the good of the service it had been decided to give me ten days to improve my eyesight. With a family on our hands this made us feel very agreeable, especially towards our superiors in "influence only."

Another thing there are no thieving, lying, contemptible spotters connected with this job. I am under no restraint, feel free and independent and am treated as if I were a human being instead of a railroad employé or a machine, and if some official, I don't care of what grade, ever gives me half a chance I will roast him up to the queen's taste. I am out of the business and hope I shall always be able to stay out, as the last year has seemed just like laying off, and I have had just as much money as I ever had railroading, strange, too, as I always thought when I got out of a situation that I must rustle up another one or starve. It never seemed as if I could make a living at anything else, although when we stop to think about it we can see that there are a few people in the United States with no more ability than we have who make at least as good a living as we do if not

better, and don't have to stand one-half the grief or impositions that we do, and you can figure on your humble servant being among that class in the future if possible. You all have my sympathies and if any of you ever come up this way be sure to hunt me up, the best will be none too good for you.

I am ninety-five miles away from a railroad, and don't want to see one. You stage it thirty-five miles across the Flathead Indian reservation and then take a steamer sixty miles through Flathead Lake and river; the finest scenery and fishing you ever saw. I can go down the river—less than a half mile from where I live—and catch a fine string of trout any time of the year, and the woods and hills around town are full of all kinds of game. I almost think sometimes that I have started in on my second trip on earth.

I guess I have said enough. Tell W. P. D. that I used to know him at Austin. I was on the old I. & M. division of the Milwaukee. Don't know whether he has forgotten me or not.

Yours truly in P. F.,

C. F. W. HALL,

Division No. 117.

[W. P. D. would like to renew the acquaintance and try the trout stream.]

Rock City Division No. 135.

NASHVILLE, Tenn., March 22, 1891.

Editor Railway Conductor:

Having seen nothing in THE CONDUCTOR for quite a while from Rock City Division No. 135 and having a few spare moments I thought perhaps you would like to hear from us. At our last meeting in December, 1890, we elected the following officers for the ensuing year:

A. J. Corbitt, C. C.; R. L. Culley, A. C. C.; C. C. Shelton, S. & T.; W. N. Billings, S. C.; J. Miller, J. C.; W. Beddow, I. S.; J. Tucker, O. S.; Division Committee, T. W. Woods, R. Culley, W. N. Billings; Delegate, A. J. Corbitt; Alternate, C. C. Shelton.

This division is in the most flourishing condition. We now number 85 members and have from four to five to initiate every meeting.

Brother Clark, G. C. C., was with us last week and assisted in adjusting the claim of Bro. Corbitt with our superintendent.

We have had considerable trouble here with officials in regard to treatment of our boys, but we have taken the matter up with the officials and they assure us no misunderstanding shall occur again.

We have had several meetings here with the B. of L. E. and they are with us in regard to fed-

eration, and the sense of every meeting has been solidly for federation, and I sincerely hope this will be the first matter taken up at next annual meeting.

Yours in P. F.,
W. N. BILLINGS.

Millard Division No. 104.

MIDDLETOWN, N. Y., March 28, 1891.

Editor Railway Conductor:

At special meeting of Millard Division No. 104, held in Dec., 1890, the following Brothers were elected for 1891:

G. L. Geer, C. C.; G. F. Close, A. C. C.; W. Faulkner, S. & T.; T. Leddy, S. C.; Wm. Douglas, J. C.; O. M. Underwood, I. S.; J. F. Gibbons, O. S.; J. E. Brazee, Delegate; L. S. St. John, Alternate.

Yours in P. F.,
W. FAULKNER.

Montana Division No. 272.

GLASGOW, Mont., March 18, 1891.

Editor Railway Conductor:

Again I am on hand to tell you that we here in the far off Montana are still happy and contented, both with our work and especially with our Division No. 272, from the fact that it is growing fast, there being work before the Division every meeting. On last meeting one of our popular passenger conductors, Mr. Decker, the "fat boy" was given the mysteries of the O. R. C., and let me say here that Bro. Decker must have been too heavy for our "goat," as the next day he had occasion to send his fine diamond set watch to St. Paul for repairs. When asked what was the matter with his watch he will say, "the 'goat' kicked the 'stuffin' out of it." However, Brother, you are all right now, and may you ever "run your train" successful and keep an eye to business. You, my Brothers, who may be fortunate enough to "flag" against this will always keep your eyes open for those things that are apt to be dangerous to the progress of your trains, as well as your own welfare, then you will run your train as it should be, thereby keeping with the teachings of our most noble Order. Strive to do right then there will not be any "boards" run, nor will you be a candidate for the "hog train." What we would like to see is this federation brought to a good working condition and governed in a fearless manner, so it will be an advantage to both employer and employé, then when this is done I think all this strike will be stricken from the minds of both the above. But we wait to see what will culminate from our Grand Division at St. Louis, and think that we

certainly have Brothers who go there that will put some plan before that august body that will be accepted by all that labor in the cause.

Those who have never seen the "northern shores" of Montana will say by looking on the map that we must have a very cold climate here, but that is where you are mistaken, for spring was ushered in here with all its glory weeks ago, while you who are much farther south still have the "beautiful" with you, and your "gum coats and rubber boots" are just now a very necessary article, for I know what your weather is, having spent nearly all my life there. But this climate is the best that I ever seen. Well, "boys" come up this way and side track for a day, when you are going to the coast, and I will vouch that you will be entertained as a Brother and that you will say, "yes, there is a lot of big hearted boys in 272."

We have also a fine lot of dispatchers here who take an interest in their work, for we have one of the best chiefs in the land, Mr. James Russell, with Messrs. Rodgers, Flemming, Donovan and Kibridge, whom the boys swear by for their good work at the "key." Some time in the future I will describe our lodge room as well as the town. And let me say here that we feel happy without electric light or even gas, for when Brothers J. Lyons, J. Flanagan and Charles Hulett are on hand we have enough of that material then. Still we would like to see more of the same kind of "ticket punchers" inside our walls. Bro. Calkins was made a conductor at last meeting. Thinking that perhaps I have said enough this time, I will say success to you all is my wish.

Very truly yours in P. F.

WAR.

Jackson Division No. 149.

JACKSON, Tenn., March 8, 1891.

Editor Railway Conductor:

At a regular meeting of Jackson Division No. 149 the following officers were elected for the ensuing year:

F. P. Long, C. C.; L. M. Williams, Jr., A. C. C.; J. E. Barry, S. and T.; S. H. Neff, S. C.; E. P. Lister, J. C.; S. L. O'Connor, I. S.; O. S. Davis, O. S.; F. P. Long, Delegate, C. R. Martin, alternate.

We have about seventy-five members and our division is in a thriving condition. We meet every Sunday afternoon and the members usually look forward to the time with no little degree of pleasure. A goodly number of our members are now on the shady side of life and it is a pleasure for the younger members to meet and be with them in the Division. More than nine-tenths

of our members are married and a great deal of credit is due the ladies for using their influence in behalf of the Division in making the meetings interesting. Among the most prominent members that are not married are Billy Harris, W. R. Tiffney and John D. May. While time has made some little change in their personal appearance in the way of bald heads and a few gray hairs, they still have an eye for the ladies.

Within the last twelve months we have accomplished a great deal, such as increase in wages, promotions and grievances adjusted promptly and satisfactory.

Yours in P. F.

L. M. WILLIAMS, JR.

Bellevue Division No. 134.

BELLEVUE, Mich., March 23, 1891.

Editor Railway Conductor:

Not hearing anything from Division No. 134, I had almost come to the conclusion that it was snowed under during some of the many blizzards we have been having this winter; but in the last number of THE CONDUCTOR I see a card of thanks from Bro. L. C. Brown for a silver tea set. presented to him by that Division, on Christmas evening, while holding their annual ball. Now we were not aware that they had a ball and that they were having such grand doings, as we were fearful of its non-existence. But then, I suppose they will bob up serenely at our next grand convention.

We will now lay levity and fear aside and come to something that has been on our mind for some time, and that is federation and insurance. Federation if adopted should be formed on the principles that the constitution of the United States is, or, in other words, Bro. 'Good Enough' has struck the right key and if federation was adopted on that plan the circuit would be formed, every thing work harmoniously along the line and no mistake of "laps." Division No. 134 will support that plan at the next convention and they will be supported, as we think it the best plan suggested. Insurance; what a blessing to every one that is insured in a good reliable insurance company. It is not only an insurance, but an assurance that after he has made his last trip over this earthly road and has been received by the Grand Chief Conductor of the universe, where no more sorrow, worry or hardships will meet him, he can look back with gladness, knowing he has left something for those that were dependent upon him that will cause a spark of gladness to brighten the darkness that has been cast before their once happy lives. Brothers, those of you that are not insured, should take

out an insurance, if not in the Order, let it be in some other insurance. But let me say right here there is no other as good as our own. It is sure and cheap. Now, those brothers who are straining to get a home for wife and little ones and are interested in building associations for that purpose, of course commendation is justly bestowed on your efforts in striving to buy a home on the installment plan now in common vogue. Yet praiseworthy as such an effort may be, it is a matter of no little uncertainty. The chance of loss of employment, sickness and death, always imminent, may and often do intervene and defeat the laudable end in view. Every careful observer is perfectly aware of these unhappy possibilities, and it seems strange that any man who is striving through a well ordered economy to own a home of his own does not first guard against failure by taking out a life insurance policy in the Order. By such a proceeding he at once, at small cost, resolves uncertainty into certainty, for if he is thrown out of employment or is sick and cannot keep up his insurance, his Division will do so for him until he is on his feet again, or, should sudden death ensue, he would have an estate sufficient to consummate the ambition of his life, securing a home all paid for and perhaps leaving a comfortable residue besides.

Once more and I will close before I tire you out. There is to be a grand union ball in Bellevue, Ohio, given under the auspices of the local Divisions, B. of L. E., B. of R. T. and O. R. C. for the benefit of Bro. J. H. Collopy, member of Division 134, Friday, April 24, who has been sick for the past two years. Bro. Collopy was supervisor of track west of Bellevue on the N. Y. C. & St. L. R. R (Nickel Plate) up to that time.

Yours in P. F.

DUNREATH.

Galesburg Division No 83.

GALESBURG, Ill., March 18, 1891.

Editor Railway Conductor:

A great many Brothers of the Order that are scattered over the country are personally acquainted with Bro. J. H. Webster, better known as Jack, of Division 83. Many of them, perhaps, are not aware of the fact that on the night of July 26, 1890, Bro. Webster had the misfortune to lose his left leg by having it crushed off below the knee in a railway accident at Galva, Ill., on the main line of the Burlington. Bro. Webster is just getting able to leave the house on crutches for short out door exercise. For a number of months he lay between life and death with the chances equal, but by good care on the part of his noble wife, members of the Order, the

Masonic fraternity, the A. O. U. W. and the K. P., all of which he is a worthy member, he is now in a fair way to recover.

Bro. Webster has been employed by the Burlington on the Galesburg Division for seventeen years and for the past fifteen years as conductor.

Bro. D. C. Kies, who was so badly injured in April of last year by being knocked from his train by the coal chutes at Aledo, Ill., is just getting able to be around on the streets again. It will be some time yet before Bro. Kies will be able to man his train and that familiar "How are you," heard by his many friends along the line.

Bro. Robert Swain has lost several buttons off his new vest, caused by a swelling of pride. If asked the cause of his happiness, he will answer you with that electric head light smile of his, "only a ten pound boy."

Our worthy old veteran, Bro. Solon Kimball, is again seen, dressed in the gilt edge regalia. He is now captain of the Galesburg and Quincy route as of old, always on time. For the present adieu.

Yours in P. F.

E. O. WILLIAMS.

Elkhart Division No. 19.

ELKHART, Ind., March 23, 1891.

Editor Railway Conductor:

A few words to the Brothers and you will not hear from me again—until next time. Elkhart Division No. 19 is still on earth, but will not set anything on fire unless more interest is shown by its members. It is a conundrum to me why men will join an organization, get dissatisfied with it and remain a member of it. When they are sick or in need of assistance they are very earnest in their praises, but after assistance is rendered them and they can take care of themselves they lose a portion of that ardor. It is an outrage and a shame and should not be tolerated, and any member that is where he can get to a meeting on meeting days (whether his own division or some other) and does not attend, is not entitled to recognition as a good member. Don't get that outrageous idea into your head that if you pay your dues regularly that is all that is required. If you don't want to be a working member get out. Money can't do all the work, and one good working member is worth twenty paying members (in my estimation.) I hear some one say, "I do as much work as any of them;" and perhaps that same man has not been in a division room for two years, at the same time he is in town every meeting day. Perhaps you do as much work, but it is outside kicking about something the other members did in the division room.

Sunday in March. It was a cold, rainy and icy day, but there was a good attendance. You could see love for the Order there, and it did me good. There was seven candidates rode the goat in the first and second and one in the third, and four petitions for membership presented. The cause? Good hard working division. I tell you, Brothers, we can just make "Rome howl" if we all put our shoulder to the wheel, and when you put it there give it a shove that will raise it so far out of the mire that it will land on a rock that can never be shaken.

Now a word to the O. R. C. officials. Let me ask you first, have you lost all love for the Order or the members thereof. I mean railway superintendents, train masters, etc., that have been promoted, not our grand officers. If not why the need of so many good O. R. C. men braking or out of a situation? Is it not in your power to keep them employed? Many a letter has been written to O. R. C. superintendents and train masters that I am aware of with a stamp enclosed asking for a position only as brakeman and no answer received, and they kept the two-cent stamp besides. Is this right or justice? Is it brotherly? "Your answer must be *no*, and by that answer you condemn yourself." It certainly is your solemn duty to aid and assist any worthy Brother that may need your assistance to the extent of your ability. Have you always did this? I can say I believe you have not. Such conduct is monstrous and deserving of severe criticism and reprobation. If any of the official Brothers have any excuses to offer or criticisms to make they will be received gracefully.

Now a few words in regard to insurance. I believe we have as cheap an insurance for the amount of benefits derived as any on earth, although I believe it could be made more substantial, and if more substantial our membership would double inside of two years. Should the O. R. C. go out of existence (which I haven't the remotest idea it ever will, although nothing is impossible,) there would be no members coming in and some always going out, so the ones left at the latter end would receive a very small insurance. Now, my idea would be to create a reserve fund, (which could be held by the state in some way to make it secure,) say of \$400,000 or \$500,000, or enough to pay all policy holders in full should the Order go out of existence. It can be done by a special assessment of 10 or 15 per cent. in addition to our regular assessments, which we would not notice. After there was enough in this fund to pay, invest it in government bonds or something of the sort and add the interest to the principal until the required amount was in the fund, and the interest could go to pay claims and expenses, and soon our extras would stop and our regular as-

I visited Division No. 41 at Chicago the first

assessments would get less, and I know our membership would be larger.

Hoping I have not tired anybody with my kicking and ideas and that my Brother Editor excuses and correct all mistakes and bad spelling I will look for some other ideas, and bid you good bye. Come and see me one and all.

Yours in P. F.,

R. L. MYERS,

Elkhart Div. No. 19.

[Will Brother Myers please note Article XXV of the present Benefit laws.—Ed.]

A Federation Building.

JACKSONVILLE, Fla., March 20, 1891.

Editor Railway Conductor:

As nearly all the articles in the last number of THE CONDUCTOR were in reference to and in favor of general federation and none about our proposed new building, please allow the writer to suggest that we also federate on the building question.

That the members of the B. of L. E., B. of L. F., B. of R. T., S. M. A. A., O. of R. T. and the O. of R. C. erect a building in the city of Washington, D. C., of such size and design as will make it a credit to the railway men of America. By having the grand officers of all the Orders at Washington good legislation for the benefit of railroad men can be influenced much better than at present. As Washington is perhaps the most visited of the American cities by Americans and foreigners, our building and the presence of our grand officers would create for us greater prestige and influence than we have at present or would have were the building erected at another point.

Connected with this building there should be a hospital and home for those that have been injured or who have grown old in the service.

Yours in P. F.

SAM'L J. KELLEY.

One Idea of Federation.

HORTON, Feb. 28.

Editor Railway Conductor:

While the subject of federation is before the railway men of America I would respectfully submit a few ideas which have suggested themselves to me of late.

I advance an outline, only, of an amalgamation, which, I think, is within the possibilities if not the probabilities of the future, and one which should be deserving of some consideration before condemnation.

Capital is being centralized. Interests are combining. There is scarce an article of commerce

that is not in some way controlled or regulated through the influence of either trust or combine. Labor has not kept step with the progress of capital in this direction.

Labor has not regulated itself as capital has done. Capital regulates capital and it is proper that it should do so.

While labor does not seek to regulate labor until some discrepancy arises between itself and capital, when labor then seeks to regulate capital, which is undeniably an unhealthy business principle.

But let us come to the subject.

It is true we have our protective organizations. We have too many organizations and not enough organization.

Now, suppose that the conductors, engineers, brakemen and firemen could forget that they had any organized protection.

Suppose that five of the brainiest, broadest representatives of each of the four occupations whose duties are so identical, i. e., the train and engine service, could meet in joint session, let us see what is possible for them to do.

1. They must deliberate upon and settle forever the all important fact that their duties are identical, that one is as much important as the other in its relation to the other. As railway companies are not apt to support any branch of the service known to be a sinecure.

2. Their next duty would be to spread forever the broad mantle of oblivion over the past and bury the old animosities and jealousies which have disgraced certain portions of the history of each of the present associations.

3. They could formulate a constitution, statutes and by-laws. Compile a secret work with its obligations as solemn and as binding as the moral law. Compose ceremonies of initiation and progression pertaining in parts to the utter dependence of the one occupation to the other. Make the ceremonies elevating, instructive, interesting, and as attractive as the English language will afford. Observing the principles of sobriety, morality, thrift and benevolence; having mutual protection as the one great end to be attained.

4. Adopt such measures as will tend to regulate labor on the same principles upon which capital is regulated.

5. Formulate a plan for the adjustment of grievances which will be clear and concise to the end that complications may not arise between the occupants of either of the four positions. Establish a system of promotion based upon certain percentages acceptable alike to all.

6. Make it obligatory upon all to be responsible to the Order as well as to the employer for a

strict performance of duty, morally, socially and physically. Let the idea be to retain the members in their positions rather than encourage them to seek employment elsewhere.

7. Let the ceremonies consist of from one to five degrees, and as soon as the secret work be committed to memory, let all the papers, rituals, etc., be destroyed and the ceremonies forever stand unwritten.

8. Let them take up the matter of insurance, which could be made the most beneficial part of the organization. They could institute a graduated insurance covering each occupation and founded upon statistics obtained from the United States Bureau of Information, showing the estimated profit per centum paid by insurance companies to stock-holders. They could offer us a better and more liberal policy than any company paying heavy interest and large dividends could afford to do. They could add an indemnity clause that would offer our members the same security on their claims as any of the present accident companies offer.

9. They could offer the conductors, engineers, firemen and brakemen the foundation of any organization, which if it comprised only 33 per cent. of those in our calling would number over 100,000. And if the initiation fee, to be called a share, be placed at \$10 each, the society would be worth over one million dollars. And with a good sound system of security, the financial possibilities within its scope would be too magnificent to comprehend. And once amalgamated under this form the powers of such an institution, if conservatively managed, would forever remove the necessity for a strike of railway employés.

10. They could offer one other advantage which we do not now enjoy. Instead of meeting as we now do, with a scant quorum, in four different halls, with four different elements of selfishness and scarcely a sufficient number of persons to confer degrees upon a candidate, we could all meet in one hall with always a good working majority and enough variety of opinion to interest, removed from the selfishness of a one-sided discussion by the plainly expressed views of all. And make such an impression on all candidates as would forever insure their active interest in an association calculated to elevate and maintain their positions morally, socially and intellectually. The world is still new and our calling much newer. My suggestions may seem radical to some, but the idea is none the less deserving of our gravest consideration. As I have said before, capital is combining. Surely capital is not combining for the sole purpose of elevating the laborer.

Men and corporations are seeking to control or at least to regulate the commercial commodity

which is peculiarly their own. Then why should not labor be regulated by laborers? Labor should not dictate to capital.

But laborers should endeavor to have a voice in the commodity which is their capital.

The present generation of men in our calling have inherited nothing from the past generations, except an old building with four walls. Some brave men are now trying to save the old building with the new roof of federation.

Let me tell you, gentlemen, there is no building stronger than its weakest wall, and if we cannot hand down to posterity something more definite, something stronger and more substantial, one good broad-side from our consolidated adversaries would scatter our old building to the four winds of heaven.

T. E. BYRNES.

Jersey Shore Division No. 168.

JERSEY SHORE, Pa., March 22, 1891.

Editor Railway Conductor:

We held our election of officers December 31, 1890. We elected for the ensuing year as follows:

W. G. Field, C. C.; I. Bowen, A. C. C.; J. M. Boyer, S. and T.; J. H. Smith, S. C.; T. F. Smith, J. C.; G. W. Thomas, I. S.; H. Henry, O. S., T. J. Mullen, Delegate, W. G. Field, alternate.

We owe our gratitude to our retiring officers for the way they handled the division in the past year, and do sincerely hope that those who have been elected to fill their places may be able to give as good satisfaction to the entire division as those retiring have done. Our division numbers twenty-seven and it is increasing slowly. Our division is located at Jersey Shore, Lycoming county, Pa., and is called Jersey Shore Division No. 168.

I remain yours truly in P. F.

Bow.

Clover Leaf Division No. 254.

CHARLESTON, Ills., 1891.

Editor Railway Conductor:

No. 254's lights burned brightly on her first anniversary, Monday, March 9, and all the Clover Leaf conductors were again on time with their lanterns trimmed, and got their orders completed at 9 p. m. All aboard, and away they went on the grand march with full trains, and be it said for the conductors of this popular route, they had carefully seen that all passengers were supplied with tickets and first class accommodations, and a more joyful and pleasant train of people never before departed from the beautiful little

city of Frankfort, Ind., and I, though standing a little in the back ground, could not help but admire those happy and pleased faces of our patrons as they started arm in arm with the Brothers of Division 254, on this, their first, annual grand ball, which in every way proved a success and a very pleasant affair to our little city and also to Division 254. The citizens of Frankfort were so well pleased that they were loud in their praises to the Brothers of Clover Leaf division and say that the conductor's ball was a little the nicest ball of the season, and I think they were right. When Brothers Charles Howard, Busing-er, Hammond, Haselton, Shoemaker and Wendell attempt to do anything, I have no fear but what it will be well done. And it is the desire of the Brothers of Division 254 to return their thanks to the good people of Frankfort for their attendance and to the superintendent, Mr. Pratt, for courtesies extended. And will close by saying to the grand officers of the O. R. C. that next year we shall expect to see you all there as I hope to see you located at Indianapolis, which is a suburb of Frankfort. Yes, that is right.

C. S. M.

Crawford Division No. 109.

GALION, April 3, 1891.

Editor Railway Conductor:

Crawford Division No. 109, O. R. C., came to the front with their first annual ball on Monday evening, March 30, which was a decided success, both financially and socially. A very disagreeable rain set in about 3 p. m. and continued until after day break of the following day. Some of the boys began to despair of success, but the same were doomed to disappointment. The Grand March was called promptly at 9 p. m., about one hundred couple participating in the same. The music was furnished by G. Riley Bangs' American orchestra of Mansfield, which was (please excuse the term) "out of sight." Central hall was decorated with wreaths of natural flowers from the leading florist, L. H. York. Headlights and signal lamps adorned the hall in great profusion. From the center of the hall, suspended in a wreath of cut flowers, hung a miniature coach of the same, with the name and number of the division worked in colored flowers. The banquet was furnished by the Central hotel, and too much cannot be said in praise of the same.

Those conspicuous from abroad were: Bro. Ed. Erickson and wife, of the P. F. W. & C., also Bro. Kensinger of the Texas Pacific.

Owing to a little difficulty on the stormy end a great many people were prevented from reaching the scene of action.

I am informed by a member of the committee that the gross receipts of the ball will reach three hundred and fifty dollars.

Respectfully in P. F.,

L. S. N.

Britton Division No. 138.

GARRETT, Ind., March 5, 1891.

Editor Railway Conductor:

Although Division No. 138 has been in existence a number of years, I do not remember having ever seen it represented in the columns of THE CONDUCTOR, and though there are many Brothers in the division who are much better qualified than the undersigned to act as correspondent, still, their modesty or something else seem to deter them from sending any communication, I will endeavor to the best of ability to let the fraternity know how we are progressing.

For nearly two years prior to the last annual convention our division appeared to be about at a standstill, and although the semblance of an organization was kept up, still it seemed as if it was doomed to an early death. The old membership was naturally dwindling away gradually, and the element to which we must turn for recruits seemed to stand aloof and regard us with a suspicious and unfriendly eye. The attendance at our meetings was so small that at times we could scarcely fill the officers' chairs. Since last May, however, new life seems to have been infused into our veins and our somewhat depleted ranks are again becoming filled, and that by a set of men whom any organization might be proud to own as members. While the attendance at meetings is not always as great as could be wished for, this is not, in my opinion, due so much to a lack of interest among the members as to their inability to be present. In one respect we are unfortunate. Garrett, where our division is situated, is the terminus for freight, but not for passenger crews, consequently the Brothers in the passenger service are almost entirely debarred from the privilege of attendance at our meetings, and the division is deprived of the benefit of their advice and counsel in its deliberations.

The annual meeting in December resulted in the election of a set of officers who will undoubtedly use every endeavor to make 1891 the banner year in the history of Division No. 138. Brother J. G. Philbrick, whom many will remember as our representative at Rochester, as Chief Conductor, is pre-eminently the right man in the right place; Brother J. H. Barnville was elected Secretary and Treasurer, and the accurate, careful and pains-taking manner in which he performs the duties of that important position show that the

honor is worthily bestowed; Brothers W. H. Brooks, L. B. Williams and F. H. Gordon acceptably fill the positions of A. C. C., S. C., and J. C., respectively; Bro. H. M. Phillis is I. S.; while in our own herculean Brother, A. C. Shaw, we have an O. S. of whom interlopers and eavesdroppers may beware.

During the early part of the winter our Division Committee, in conjunction with a committee of the B. R. T., met the officials of the road at Baltimore, Md., and succeeded in arranging a scale of wages for trainmen on the Trans-Ohio Division of the B. & O. system, which was highly satisfactory to all concerned. As agreement was published in the last issue of THE CONDUCTOR it would be superfluous to repeat it here. The courteous, gentlemanly and liberal treatment accorded our committees by the officers from General Superintendent Dickinson to President Mayer and the evident spirit of fairness in which our requests were met and discussed has done much to strengthen and intensify that feeling of good-will and loyalty toward the company and its executive officers previously existing among the train service employes of the B. & O. system.

The relations existing between ourselves and other kindred organizations of train service employes are of a much more cordial and friendly nature than they once were and we ardently hope that one result of the next annual convention will be to place us in such a position that when such action is necessary we can join hands with other organizations in all matters pertaining to our mutual benefit and advancement, and we believe that this can be attained without any sacrifice of true "Dignity."

Fraternally,

NEMO.

Johnson Division No. 67.

WATERLOO, Iowa, March 28, 1891.

Editor Railway Conductor:

On Sunday, February 22, while Johnson Division No. 67 was in regular session an alarm was heard at the door and in a moment the O. S. came in with blanched face and hair standing on end and announced that the hall was full of ladies who demanded admittance. The C. C. ordered that the goat be taken to his stall and the division room placed in order for their reception. The door was then opened and the ladies, who proved to be the wives of a number of the members of Division 67, walked in and took possession of the division room, much the same as they walk into our cabooses, up into the cupola and take the conductor's chair.

Mrs. Hayes, wife of our A. C. C., in behalf of the wives of the members of Division No. 67, then presented the division with a very beautiful

altar cloth, which was a complete surprise to us. Our S. C., Bro. Andruss, responded in a very appropriate manner, accepting the altar cloth and tendering the thanks of the division to the ladies for their beautiful present.

After a few minutes spent in social conversation and admiring the elegant article laid across our altar, the ladies withdrew and business was resumed.

A committee was appointed which drafted the following resolutions:

WHEREAS, Division No. 67 has been the recipient of a very beautiful altar cloth from the wives of the members; therefore be it

Resolved, That the division, in accepting this beautiful present from the ladies, wishes to express the hearty and sincere thanks of its members and that they appreciate to the fullest the interest taken by them in the welfare of the division.

Resolved, That these resolutions be sent to THE RAILWAY CONDUCTOR for publication.

F. J. JENNESS,	} Committee.
WM. ANDRUSS,	
GEO. O. MILLER.	

The following will explain itself:

The wives of the members of Johnson Division No. 67, O. R. C., located in this city, are looking after the best interests of their husbands, as will be readily understood when it is known that only a short time ago they presented the division with a very beautiful and costly altar cloth. Not satisfied with this they planned and carried out a sociable and banquet held at the residence of Conductor G. O. Miller, Monday, March 23d. To say that it was a grand success socially and that the ladies did themselves proud in preparing the banquet, is stating the case mildly. The members of the division took advantage of the occasion to present Conductor Miller with an elegant easy chair, in recognition of his services as secretary and treasurer. The fact that this very useful as well as ornamental article of furniture was to be presented was kept entirely from both Mr. and Mrs. Miller, and was a complete surprise to them. The presentation speech was made by Conductor Van Vleck in a very appropriate manner. As soon as Mr. Miller could gather his wits together he thanked his brother members of the division heartily and sincerely. It was an occasion long to be remembered by all who participated.—*Iowa State Reporter*.

The ladies are taking a deep interest in the welfare of our division, and it is having a good effect as shown by the renewed interest the members themselves are manifesting.

H. B.

West Farnham Division No. 84.

MONTREAL, March 24, 1891.

Editor Railway Conductor:

I wish to acquaint you through the columns of THE CONDUCTOR, that our ex-C. C. and present

Corresponding Secretary, Brother Thomas C. Gale has resigned his position as conductor of the "old reliable" Boston express of the C. P. R. to be postmaster at Newport, Vt., where he will enter upon his new duties on April 1, and I wish to say right here that if he runs the post office one half as well as he has run the "Boston express" for the last fifteen years he will make a model postmaster. He will be missed by all on the road and by the public as well, for Brother Tom has always been a "popular conductor." He will continue with us in Division 80 where he will always be "found at the helm." Now, Tom, we each and every one of us wish you good success in your new occupation and we are positive that the public will be as well satisfied in the future as the officials of the C. P. R. have been in the past twenty years. I hope to meet you all at St. Louis, as Division No. 80 has again conferred the honor of delegate on

Yours truly in P. F.

JOS. MOREAU.

A Cordial Invitation.

DENVER, Colo., March 23, 1891.

Editor Railway Conductor:

Will you kindly publish in your paper for the information of all concerned, the following letter which our general manager has sent to Mr. W. P. Daniels, Grand Secretary of the Order of Railway Conductors:

COLORADO MIDLAND RAILWAY COMPANY, }
COLORADO SPRINGS, Colo., March 20, 1891. }

W. P. DANIELS, Esq.,

Grand Secretary, Order Railway Conductors,
CEDAR RAPIDS, Iowa.

Dear Sir:—In answer to yours of the 5th instant, I take pleasure in informing you we have made arrangements for transportation for delegates and their wives wishing to travel over Colorado Midland Railway, attending annual session of the Grand Division of the Order of Railway Conductors at St. Louis, on presentation of proper credentials, authorized by the Grand Secretary of Railway Conductors, between May 5 and June 10, 1891.

Will you please send me a few samples for bulletin purposes, and oblige?

Yours truly,

H. COLLEBRAN,
General Manager.

We very much hope that as many conductors as possible will avail themselves of the Colorado Midland enroute to or from the convention, as we can promise them some very grand scenery and

most comfortable trip through the heart of the Rockies.

Yours truly,

CHAS. S. LEE,

General Passenger Agent.

Hollingsworth Division No. 100.

COLUMBUS, O., March 7, 1891.

Editor Railway Conductor:

At a regular meeting of Hollingsworth Division 100, held in December, there was elected a corresponding secretary, but I have failed thus far to see anything in print that will prove that any such officer was elected. Why is this? He claims that he has written to THE CONDUCTOR two or three times and cannot get it inserted where it should be; he seems to think that it is useless for him to write for the waste basket. I have been receiving my CONDUCTOR for two years and have seen only two articles from Division 100. Our former correspondent claims that he could never get recognition from the editor. Now we have a very large division here and a good one too, and I cannot see why we are not entitled to our share of your valuable columns. All that has ever been written from this division may have miscarried and never have reached you. I wish, if this is the case, you would please state it so in your next issue. Our division is in a flourishing condition and will show up at St. Louis in great shape. Mr. Editor, please excuse me for assuming the responsibility of our correspondent, and I hope that this may not find the waste basket, if it does. I will be after you again and so on until we can say that Division 100 has been recognized.

Yours in P. F.

O. M. HARRINGTON, DIVISION 100.

PHILADELPHIA, March 14, 1891.

To the officers and members of West Philadelphia Division No. 162: Please excuse me for delaying so long in thanking you for your kindness and interest you have taken in myself and children since the death of my beloved husband previous to getting my insurance money and especially to Mr. Lewis, as he called some time ago in company with Mrs. Lewis and presented me with a check of \$2,500, which I can assure you was a great blessing to me. I cannot find words to express my thanks to you, but by wishing you God's speed in your good work and may His blessing ever rest on your Order.

Yours in P. F.,

MRS. M. MOORE.



Organization of 279.

DES MOINES, 25, 1891.

Under authority from the G. C. C. to act as D. G. C. C. to organize a new division of the Order of Railway Conductors at Stuart, Iowa, I left Des Moines, accompanied by eleven members of Division No. 38, on Sunday, March 22, at noon, on train No. 3, Great Rock Island route. On arriving at Stuart were met by the Brothers there who conducted us to the hall where a special meeting of the Grand Division was opened in due form at 2:30 p. m., with the following named Brothers in their respective stations: H. Case, D. G. C. C.; W. H. H. Daugherty, A. G. C. C.; E. J. Cavanaugh, G. S. & T.; D. Bowers, G. S. C.; G. Fox, G. J. C.; M. F. Reddy, G. I. S.; W. L. Finnicum, G. O. S. After the division was opened in due form the charter list was taken up and the necessary business in regard to it was transacted, when the following named charter members being present were communicated the secret work of the first, second, and third degrees, viz., C. M. Cook, M. W. Reaves, M. Hibbard and N. G. Nelson, were introduced and initiated, promoted and advanced in due form in order to exemplify the secret work for the benefit of the new division. The next in order was the election of officers for the new division. Brothers D. Bowers, H. P. Wood and J. A. Morrison were appointed tellers and the following is the result of the election:

J. W. Russell, C. C.; J. A. Morrison, A. C. C.; H. Hill, S. and T.; C. F. Taylor, S. C.; J. F. Bundy, J. C.; Wm. Wilde, I. S.; E. Overmyer, O. S.; H. P. Johnson, Delegate, J. W. Russell, Alternate; J. A. Morrison, Thomas Kane and O. S. Bundy, Trustees.

Name of division, Stuart Division No. 279. Meetings on second Monday and fourth Sunday of each month, at 2 p. m. At this point a recess was taken for the purpose of supper, which had been kindly provided by the Brothers of the new division at the hotel and where every one seemed to enjoy themselves.

The division was again called to order at 7:50

p. m., when all of the newly elected officers, with the exception of Brother C. F. Taylor, S. C. elect, were duly installed by the writer, with Brother David Bowers acting as Marshal, after which the officers of the new division took charge of the same.

Visiting Brothers present were D. Bowers, W. H. H. Daugherty, E. J. Cavanaugh, H. P. Wood, G. Fox, M. F. Reddy, W. C. Clifford, W. L. Finnicum, D. P. Flanagan, all members of Division No. 38.

And here I wish to extend my sincere thanks to one and all the above Brothers for so ably assisting me in this work; also to the officials of the C. R. I. & P. Ry. for their kindness in providing for all who wished to attend.

Stuart Division starts out with seventeen charter members, all bright young men with the love of the order at heart, and while from its situation on a single line of railway it will never become a large division, yet with the present outlook it is safe to say it will be way to the front in our ranks as all seem determined to make it so, and if you do not hear good reports from this division I shall be very much mistaken.

Very truly yours in P. F.

HOWARD CASE.

Organization of 277.

SANFORD, Fla., March 23, 1891.

Editor Railway Conductor:

Enclosed find the petition and attached thereto the report of the organization of same at Sanford, on March 23. Owing to a misunderstanding the Brothers were not present on Sunday and the organization was put over until the 23d. Monday at 2 p. m. a special session of the Grand Division was opened and the division (277) was duly organized. The election of officers resulted as follows:

L. L. Elkins, C. C.; Sanford, Fla.; C. L. Mosby, S. and T. Sanford, Fla.; H. S. Ming, A. C. C.; J. C. Bodow, S. C.; J. B. Towns, J. C.; T. J. D. Lamar, I. S.; H. B. Early, O. S.; C. L. Mosby, Delegate, L. L. Elkins, Alternate.

The division was named Sanford Division No. 277, and will meet on second and fourth Sundays at 9 a. m.

The name of Brother J. Patton is taken from the list as he has left this part of the country. Brother E. R. Ward was neither present nor any transfer card for him, so that the division now stands with the following members:

C. L. Mosby, F. M. Swanson, P. M. Elder, J. B. Towns, A. T. Scruggs, L. L. Elkins, J. C. Bodow, H. B. Early, W. L. Morris, T. J. D. Lamar, H. S. Ming, J. C. T. Hill, J. Vogt, E. L. Anderson (14).

I instructed them that in as much as Brother Newell was not present and his name not appearing on the petition, that his card be acted upon just as any other card. One feature is that none of the brothers knew him, although of the same division. The supplies were all right, with the exception that there was no journal sent—only ledger. They have got some material and will in a short time have twenty-five members, I will be at Derry and visit 144 on the 29th. Regards to all. Yours truly in P. F.

C. H. WILKINS.

Organization of 278,

PITTSBURG, March 24, 1891.

Editor Railway Conductor:

A session of the Grand Division of the O. R. C. was opened at Dennison, Ohio, for the purpose of organizing a division of the Grder, March 23, 1891, with the following acting as Grand officers;

John Walters, of Division 114, Deputy G. C. C.; Charles A. Snyder, of Division 114, Deputy A. G. C. C.; W. M. Reese, of Division 100, Deputy G. S. and T.; C. D. Minor, of Division 100, Deputy G. S. C.; C. M. Brown, of Division 114, Deputy G. J. C.; J. A. McGee, of Division 114, Deputy G. I. S.; B. W. King, of Division 114, Deputy G. O. S.

The following named persons were duly obligated and instructed in the work of the Order:

A. S. Aiken, H. E. Laughlin, E. N. Laughlin, F. P. Crawford, J. Fletcher, Ed. Connors, Thos. Joyce, Wm. Conley, John Hickey, A. C. Wisler, when the election of officers took place to serve the division for the balance of the year with the following being duly elected.

J. Fletcher, C. C.; John Hickey, A. C. C.; C. A. Snyder, S. & T.; L. J. Durall, S. C., A. C. Wisler, J. C.; H. E. Laughlin, I. S.; H. S. Aiken, O. S.; Delegate to Grand Division, Chas. A. Snyder; Alternate to Grand Division, Thos. Joyce; Corresponding Secretary, F. P. Crawford.

All officers being duly installed when the work

was duly exemplified by a candidate passing through the degrees.

Name selected for the division and to be known as Dennison Division No. 278. Day and hour of meeting they had not definitely determined upon at that time.

Yours in P. F.

JOHN WALTERS.

Acting Deputy G. C. C.

Queen City Division No. 60.

SEDALIA, Mo., March 19, 1891.

Editor Railway Conductor:

Not seeing anything lately from Queen City Division No. 60 I feel it is a duty devolved upon me to say a few words in behalf of our division. I feel a little depressed in spirit, being one of the weakest of our band. I always had a great desire for books, but like a great many boys my circumstances would not allow me to indulge my natural fondness for them, wherefore you will overlook my errors.

Our division is in good shape, Brother Mallory being our Chief Conductor; his hair being stained by the frost of many winters. He is capable of giving us good advice, which we heed by the grace of God.

Brother V. P. Hart, who is always found at his desk, he, too, is a benevolent Brother, and is instrumental in doing good for the Order. Also Brother Bob. Richards, who is full of edifying advice, and Uncle Jack Raynor, who makes the softest notes on his violin, and Brother Masonhall, who looks diligently after the hot box while his rear brakeman is flagging, and there is Brother S. J. Lovitt, who recently took that obligation upon himself according to the laws of God and the country as an obedient husband to a loving wife. He is still in the channel of prosperity and runs the pay car over our respective division every month.

We must not forget Brother Phil. Adams, who is a meek and gentle fellow in his manner, but like Bill Donnelly, engineer of the 958, is afraid to get married; also Brother Thos. Butts, who is a good fellow, and I think will soon fall into the holy bonds of matrimony, and Brother John Snedeker, who is always ready to give you the correct time, as he carries the best watch on our division, and Brother Mike McKee, who is an active member and always into chair promptly; also Brother J. H. Bowers, who always has a pleasant smile for the boys.

Now as I am consuming much space I will say in conclusion, Brothers, let us each and every one go forth in the discharge of every duty that may devolve upon us to perform for the Order.

Will say now that may the goodness of God and the glory of his power rest upon this and all the divisions throughout the inhabited land and cause them to prosper is my prayer.

Respectfully yours in P. F.,

ELI.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. H. BELKNAP, Editor.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

WM. P. DANIELS, MANAGER.

THE FARMERS AND THE RAILROADS.

In another portion of this number, we reproduce a long article from the *St. Joseph Herald* which quotes in full another article from the *Clinton Age*. In reproducing this article it must not be understood that we endorse it, although it contains some things that are unquestionably true. Neither do we endorse the extreme partisanship for and support of railroads that is often evinced by employes in legislative matters. We believe, sincerely and honestly that railway employes should labor faithfully and loyally for the best interests of their employers just so far as those interests do not injure the rights of others and *no farther*. It may be and undoubtedly often will be, difficult to determine just how far this shall be, but in our opinion it should not lead employes to oppose everything that the employers ask them to oppose by any manner of means. We are of the opinion that in many instances, employes have opposed restrictive railway legislation when they should not have done so. We believe that the employes in Illinois would do well to take no part in opposition to the two cent rate legislation, and concentrate their effort entirely upon legislation that is of vital importance to them, and that is not unjust to their employers. It has become a rather common thing for employes of railways to join with their employers in condemning the farmers for ills resulting to the railways without stopping to consider what the cause of the trouble really is. We have a pretty good general acquaintance with the farmers of Iowa, and we know that as a rule they do not wish to do any injustice to the railways; that there are exceptions and that occasionally one can be found who would be glad to take revenge for the oppression of the railways in the past is undoubtedly true; they would be hardly human if this was not the case. *The Locomotive Firemen's Magazine* expresses the situation exactly when it says:

"The people of Iowa want to derive some benefit from the railroads of their state, and the idea seems to be that the rates hitherto charged can be reduced. The roads kick, and the cry is set up that Iowa is driving capital from its borders. Iowa wants to squeeze the water out of her railroads. She desires that dividends shall be declared on cash investments and not on *water*. All she has got to do is to stick to her policy. The water will disappear eventually. This done, corporations and people will get their rights. The motto should be: 'Water must go.'"

This is just exactly what the people of Iowa,

the farmers of Iowa, want, and they want nothing more, and the employes of this, or any other state, should not permit themselves to be imbued with the idea that the farmers are antagonistic to them or to their interests. The writer was one of a large committee, that represented the employes in Des Moines three years ago, in opposition to the two cent fare bill then pending and which seemed almost certain to become a law, but we were not opposing it because we believed that the demand for such a law was occasioned by any desire to do injustice to the railroads or because its effect would be to cripple railroads, but because we believed that its passage would injuriously effect legislation that was more important to the state and people, and we were censured by many because when addressing the committee of the senate on the matter, we expressed the opinion, that there should be some legislation in regard to freight rates that would give relief to the people of Iowa. We do not believe that it is consistent for employes to oppose legislation of this character while railways are carrying a large proportion of their passengers and freight for less than proposed rates.

The railway companies themselves are to blame for all legislation in Iowa, and presumably in other states, and it has not been so much excessive rates that has caused dissatisfaction, as the fact that there has been an excessive amount of undue discrimination.

The particular text for the article quoted elsewhere, is the demand made by the farmers of Iowa, that the valuation of railways for taxation be increased to one hundred millions of dollars, an increase in round numbers of something like fifty-seven millions. It is a fact that can be demonstrated, that the poorer a man is, the larger his proportion of taxes, and the wealthier a man or corporation is, the smaller the taxes, comparatively. The burden of taxation being borne by the people in an inverse ratio to their ability to bear it. It has always been our opinion, not, however, founded upon a knowledge of facts nor upon any investigation in regard to the matter, for want of time has precluded it, that railways were no exception to this almost universal rule, and that they in common with the wealthy generally, were escaping their just proportion. The

fact that the valuation was increased but little after the energetic effort made, would seem to indicate that in this instance, perhaps, they are assessed about high enough, still it hardly seems to us, that all of the arguments before the Executive Council were fairly answered, and there is yet a sneaking suspicion that the writer is compelled to pay considerably more tax on each dollar's worth of the little property he owns than any railroad in the state does on each dollar's worth of its property.

The statement that this effort to increase the assessed valuation of railways is responsible for the dismissal of employes, is without foundation, and no employe should be deceived by it for a moment, and that such an assertion is untrue is demonstrated on its face by the fact that it is not alone Iowa roads that are dismissing men, and there is not a railway employe in the country who does not know that railways dismiss employes during dull times, and that these dull times in railway business come at times when there is no legislative scare as well as at others, and employes in the northwest also know that business on many of the roads has been extremely dull for some weeks past.

There has been much talk of the trouble of Iowa roads financially, and it has all been placed to the account of adverse legislation, and enmity to the roads on the part of the people. It is a fact, however, that employes have met the same complaint of poverty from lines hundreds of miles from Iowa, and a short time ago it was urged that Iowa roads would be driven into bankruptcy by hostile legislation, and that as a result of such legislation thousands of employes must be dismissed; the actual result as shown by the report of the railways themselves is, that during the year ending June 30, 1890, there was an increase in gross earnings of nearly four millions of dollars and in net earning of considerably over two millions, while the number of employes in the state increased over three thousand. The same reports, sworn to by railway officers, give the value of the railroads in the state, and we find that the highest value placed upon any is the B., C. R. & N., which is something over seventeen thousand dollars per mile, while the trunk lines give their valuation as six to eight thousand dollars per mile, although they carry stocks and bonds to the amount of fifty to sixty thousand dollars per mile.

One of the arguments advanced by the attorneys of the railways was, that they should be taxed upon net earnings only; this has at first a plausible sound and would be fair enough *if the same rule is applied to all alike*, but it does not sound quite so plausible when you apply it to the farmer, the railway employe and the laboring man, and we venture to say, that if this rule *was* applied to all alike, the railways would pay a much greater proportion of the taxes in Iowa than they do now; for instance the railways paid, in round numbers, twelve hundred thousand dollars on a valuation of about forty-three millions; the net earnings for the year were something over fourteen millions on which they would have to pay taxes at a rate high enough to raise sufficient revenue to run the state on the net earnings of all in the state; there are thousands of railway employes who have purchased homes that are assessed from \$300 to \$1,000 each on which they pay taxes of from ten to fifty dollars each, and

there are but very few who are fortunate enough to have any net income or net earnings after paying the expenses of living and for "maintenance and betterment of way," otherwise, the protection and improvements of the little homes; thousands of these who now pay as stated above from ten to fifty dollars each, would pay nothing at all under a system of taxation based on "net earnings," while there are tens of thousands of farmers who are similarly situated. We imagine the corporations would soon tire of such a system applied equitably to all, though no doubt they would be glad to pay a three to five mill tax on net earnings of fourteen millions instead of the same rate on a reasonable valuation of their property.

We believe there will be no question as to the position of THE CONDUCTOR in regard to injustice to railroads. Since he was fifteen years of age, the writer has either been employed by the railroads or in intimate connection with employes of railroads, and certainly does not wish to see any injustice towards them; employes cannot afford to be unjust to their employers, neither can they afford to unquestioningly and blindly support their employers in injustice to others. Not that we wish to create strife and ill-will between employer and employe; there is already too much of that; there are too many who think to win favor with the employe by denouncing on any and all occasions, their employers and railway officers in general. There should be a feeling of confidence and respect between the employe and the officer, but the employe will not forfeit the respect of any officer whose respect is worth having, by declining to be made a tool to defend the railway companies in an effort to earn dividends on a false capital, and it will increase the respect of all worthy officers if their employes decline to support them in their efforts to defeat just and equitable legislation.

"Since control has become so minute and complete that an engineer dare not open a throttle or move a wheel until he examines the statutes to see if he proceeds legally, no reductions have been made."

This is a fair sample of some of the exaggeration that is being used and which instead of decreasing the tendency to legislative restriction of railway rates, simply increases it and intensifies the ill-will between the parties. As a consequence of rate wars, local rates in Iowa have in some instances been reduced much below the maximum fixed by law and which was to "ruin the roads."

The *Herald* adds a little "taffy" for the "homeless, despondent laboring man, forced into an involuntary and unwilling idleness," and then in a few concise words, states what is necessary in order to bring about a new and better era. It says:

"What is needed above and beyond anything else is a better understanding between the railroads and the people. Let each treat the other with a spirit of fairness and honesty. The best interests of the railroads and of the state, and of each community served by the railroads, run in parallel lines. No harm can come to one without corresponding injury to the other. Discord and contention mean disaster and adversity, while peace and harmony mean prosperity, and will certainly advance all the material interests of the state."

To all of which we say heartily and sincerely, amen, but if such a consummation is devoutly wished for by the railways and their advocates, why continue to stir up ill-feeling and animosity by the publication of such articles as the one quoted from? The time has been when there was peace

between the railroad lion and the Iowa lamb, because the lamb submitted to extortion and discrimination with nothing more than a feeble murmur; different communities were discriminated against, and in favored communities individuals were discriminated against until it became unbearable. And in such cases of discrimination, the best interests of *all* communities and individuals are not in harmony with the policy of the discriminating railroad.

The people of Iowa want the railroads of Iowa to be prosperous; want them to earn a fair margin of profit, but they object to their paying dividends on millions of stocks and bonds that represent water, and that in many instances cost the original holder not one cent.

The Firemen's Magazine is correct in its estimate of Iowa. And our advice to employés, not only in Iowa but elsewhere, is to be sure legislation is unjust to the railways before committing yourselves to its opposition, particularly so long as you find the railroads meeting you with "determined opposition" every time you ask for a little protection from injustice at their hands.

In our opinion, the railways could have settled the question of legislation in Iowa once for all and made the people of Iowa their fast friends by meeting them fairly and honestly and saying, we will not oppose this legislation, we will give it a fair trial if enacted, and if we can live by it, all right, if not we will ask you to give us a better chance." Had they done so, the legislation would not have been so stringent, and had they carried out such a pledge in good faith, they would be much better off than they are at present. In our opinion, if railways will cut off special rates, keep faith among themselves, stop cutting rates and dismiss soliciting agents who do not know how to play poker any better than to lay down a full hand to a "bob-tail flush" when playing with a favorite shipper, they will not suffer in Iowa.

DISMISSALS ON THE M. C.

Several of the old passenger conductors on the Michigan Central have lately been dismissed and the accusation seems to have been not the usual one of dishonesty, but one that is more probable and more likely to be believed by the traveling public, good nature. It seems the victims are dismissed for passing men who presented a pretended letter of introduction from some western conductor. The note would read: "To conductors—Please pass Mr. —, who is a conductor on the — and a personal friend of mine, and much oblige yours truly." It is said that in some cases at least, the names of well-known conductors were signed to these notes of introduction, often acquaintances of the men who were asked to "pass the bearer." The notes were forgeries, of course, as no conductor gives any such letter, and in but two instances that we have known of in the last twenty years have conductors been so far imposed upon as to give a letter of any kind to spotters. Conductors as a rule do not ask other conductors to violate the rules of the road on which they are employed, and when a letter of introduction is given, it requests the conductor to whom it is presented to extend such favors as he *consistently* can and in the great majority of cases it means simply, "Please vouch for the bearer to the proper officer of your road and procure transpor-

tation for him." On a great majority, if not all, of the western roads, a conductor who is employed on the road can obtain transportation for another conductor by vouching that he is a conductor in actual service. It is true that some conductors take the chances of violating the instructions, while it is also true that, on some roads, the officers, tacitly, at least, permit them to pass conductors, when they are satisfied that they *are* conductors. From information at hand it seems that these M. C. conductors violated the rules and accepted such forged requests, subjected themselves to dismissal and are thus victims to their own good nature and the crime of the spotters who committed the forgery. It may be said that the crime does not excuse the violation of rules by the victims, and while that is true in a sense, there is no honorable man in the land who would not prefer to be one of the dismissed men than one of the criminals who caused the dismissals. The position of a conductor is a peculiarly trying one in many respects. He is importuned dozens and sometimes hundreds of times daily, and often in such a manner that a heart of cast iron would melt, yet he must be sterner than cast iron or take the chances of ignominious dismissal by such managements as that of the M. C.

It would seem that these men were deserving of better treatment than they have received and that even for such a violation of rules and instructions on a "put up job" of this kind, a less severe sentence would have better effect, and on a great many roads, to the credit of the managements be it said, such an offense would be met by nothing more than a reprimand and caution, and nothing but a continued and persistent repetition would call for dismissal. THE CONDUCTOR recognizes the necessity of restricting the privileges of conductors in this matter and it recognizes fully the fact that abuse of such privileges in the past has brought about the withdrawal and that if a trifle is allowed there are always some who will take advantage of it and misuse it, still it cannot recognize the necessity or even the justice of such despicable devices to entrap conductors into a violation and visiting upon them the severest punishment possible. There is one thing, however, upon which the "operatives" who "did this job" are to be congratulated, and that is upon the good judgment used in making a charge with some probability of truth in it rather than the usual one of dishonesty, which can usually be disproved if opportunity is given. Had dishonesty been charged and the dismissed men who are members of the Order, as most of them are, desired it, the organization would have taken the matter up and gone to the courts of last resort, if necessary, in order to procure for them justice, but for an admitted violation of rules, all that can be done is to ask for leniency and with such a management as that of the M. C. it is usually waste of time and breath.

The moral of these dismissals is very plain. Steel your heart and don't let it melt under any circumstances. The unfortunate man, who like these M. C. conductors, is out of a position and hence can't get a pass, can pay his fare; if sickness or other untoward circumstances have left him without means to support his family, let alone paying railway fares, let him walk to the

next railway center, where he may hope to find a position at his profession, which has unfitted him for anything else, or let him and his family go to the poor house. If, however, you *will* let him work on your sympathies, be sure that he is a railway employé and not a spotter with a forged or stolen letter. If you ask for a pass for him, the road which let Street suffer will tell you they are very sorry, "but on account of the inter-state law, they can't do it." Yet you are daily honoring passes that are in the hands of men that *you* know have never been actual employés or officers and that *you* know are given in direct violation of this same law, and you are also convinced that if one of these cases should be detected and prosecuted that some poor devil of a subordinate would be found who would be made responsible.

It has been reported in some of the papers that the dismissed men have been reinstated, but there is no truth in the report, one only having been reinstated, while the assistant general superintendent tells the *Detroit Times* that "none have been reinstated nor are they likely to be."

THE LADIES AUXILIARY

The history of the Ladies Auxiliary is one of many discouragements and those who have persevered in the efforts to make it a success, deserve the commendation of all members for perseverance if nothing else. We are not so well informed in regard to it as we should be and we must confess that we as an organization have not given to our wives and sisters the encouragement that they have a right to expect from us. As for the writer, the excuse is that during the past two years, he has had for various reasons, so much outside of the legitimate duties of the office of the Grand Secretary and Treasurer of the Order, that there has been no time to devote to anything except what was absolutely necessary.

In a communication to the CONDUCTOR, the president of the Auxiliary refers to this lack of interest not only of members of the Order but lack of recognition by the Grand Division when it has been asked. It is possible that circumstances may have had something to do with this and that perhaps the members of the Grand Division may not be entirely at fault. During the year of 1887-8, the matter of an Auxiliary was discussed by some of the ladies and if our memory is correct a preliminary organization was formed; a communication was sent to the Grand Division at Toronto asking that the Grand Division endorse the ladies in their attempt to form an organization and in pursuance of that request, a special committee was appointed to report on the request. This committee, misunderstanding, as we believe, the scope of their duties, prepared and presented to the Grand Division, a constitution and laws to govern the ladies organization. Their report caused some discussion, but the writer questioned the right of the Grand Division to take upon itself the matter of enacting laws for any other organization and stated that in his opinion, the ladies wanted just what they asked for, indorsement and the moral support of the Order and that it would be unjust to them to make any pretense of enacting laws for them. The discussion becoming somewhat warm and occupying considerable time

a motion to lay on the table was carried and thus the matter was left. At neither Denver or Rochester was the matter brought up by any one. We believe that if the ladies of the Auxiliary will send to the next Grand Division, a copy of their laws, there will not be a dissenting vote on their approval and the indorsement of the organization, and we further believe that what some of the members will be able to tell of the Auxiliary, will inspire every other member to go home and work with a will to advance their cause.

That their is no little interest in regard to it among members is proved by the inquiries that we have received and in view of that interest, we have felt justified in adding to our directory, that of the Auxiliary.

THE COUPLER QUESTION AGAIN.

It's a "Banquo's ghost that will not down," this coupler question and the more effort to down it, the more persistently it gets in the way. Some years ago, the association of Master Car Builders adopted a type of coupler that was recommended to all railroads and it was supposed that the question would soon be settled, but unfortunately in coming to a decision, the M. C. B. association had neglected to take into consideration the views of the men who use the couplers and the men who are having fingers, hands and arms chopped off every day by the use of the old style couplers and these men find that the diversity of couplers that is consequent upon the adoption of one coupler by one road and another by another road, is increasing the loss of fingers, hands and arms and particularly is this true from the fact that coupling a M. C. B. coupler to an old style coupler is much more dangerous than the occupation of coupling before the hook coupler was invented. No coupler can be adopted that will give satisfaction and "lay" the coupler ghost that does not conform to the opinions of the men who use the couplers. Something of the influence of these men, is shown by commotion caused by the action of the Switchmen at Buffalo last fall in declaring against the M. C. B. type. The switchmen sustained the position always held by the writer, that to be of any benefit, all couplers on cars in the United States must be of one kind and must couple automatically and certainly with each other and inferentially sustained the position of the writer in opposing state legislation compelling railways to equip their stock with automatic couplers. At the New York state tests the verdict was against the vertical hook type of coupler and very recently an officer of one of the eastern roads said, "if I had my way about it, our road would not receive a car with a hook coupler." The fact is that the hook coupler that is suitable for freight service, has not yet been invented. In legislation that has been adopted in some of the states, particular pains has been taken to mention no particular kind of a coupler, leaving it a kind of a "free for all" that places the railways in an unenviable position. The several different hook couplers built on the M. C. B. lines are claimed to automatically couple with each other, but experience demonstrates that perhaps they will and again perhaps they won't. No hook coupler yet introduced is free from a great liability to get out of order, all break easily and occasionally uncouple when they are not wanted to, and, as repeatedly

asserted and never to our knowledge contradicted, they largely increase the liability to accident so long as any link and pin couplers are in use.

There are link and pin couplers that couple automatically, are reasonably sure in their action, that will couple automatically with the old draw-bars in a great many cases, that do not increase the danger of coupling with the old draw-bars as the hook does and that can be coupled to the hook couplers that are now in use with as little danger as the old ones, and some one of these couplers must finally settle the "coupler question."

Manifestly the thing to do is for those states that have adopted compulsory equipment legislation, to immediately repeal it and everybody unite in bringing about national legislation that will be effective and provide for the adoption of a coupler to be specifically designated in the act compelling the equipment. The idea of not specifying any particular coupler is with the idea of being fair to all and to give all an equal chance, but it is a mistaken idea. Congress should provide for a commission to be composed of not less than a dozen practical men, a majority of whom should be men who have had at least three years' actual experience as brakemen, switchmen and other positions in train service, men who have had years of experience in the actual business of coupling cars and who know what they need to save their own hands, fingers and lives. It is not necessary that any others should be represented on such a commission, although there would be no particular objection to one or two efficient car builders. Railway companies should not be represented, because they would, to some extent, at least, be governed by the fact of whether or not they had already adopted some type of coupler. This commission should be given the necessary time and money to exhaustively test all couplers provided for the test under proper conditions, and they should select from those tested THE BEST, and the government should then purchase the patent or patents covering that coupler and the right should be given to anyone who wished to make use or sell that coupler, and railway companies should be compelled to equip all the rolling stock with that particular coupler within a reasonable time.

Should the owners of the patents be unable to agree with the government on a price, it should be fixed by a board of arbitrators chosen in the usual way.

This, we believe, is the way and the *only* way to settle definitely the vexed coupler question.

The matter of automatic brakes should be settled the same way. The Westinghouse patents should be owned by the government and made free, for the benefit of not only the employes but of the traveling public, and as fast as any patents are issued that improve either the brake or the coupler selected it should be purchased or taken possession of by the government, with a proper compensation to the patentee.

The switchmen have been accused of opposing the hook coupler for the reason that the lessened danger on account of automatic couplers would invite competition for their places that would result in a cut of their wages. This is puerile and unworthy of attention. The switchmen are, we believe, earnest and sincere in their demand for an automatic coupler, but they do condemn and

oppose the increased danger to their lives and limbs caused by the want of uniformity at present and the almost certain want of uniformity brought about by state legislation.

AN AMERICAN OFFICIAL.

It is probably unnecessary for us to state to the readers of THE CONDUCTOR that politically, the writer is bitterly opposed to the gentleman who is at the head of President Harrison's cabinet. Our partisanship, however, is not so intense that we cannot *sometimes* recognize merit in a leader of an opposition party, and we believe no true American can read the reply of Mr. Blaine to the notice of the recall of the Italian minister without a thrill of pride and a recognition of its manly, sensible tone throughout. We believe that in sending the first message to the governor of Louisiana, Mr. Blaine acted without his usual good judgment and discretion, but he has, in our opinion, entirely redeemed himself from that error by this later letter which is so different from what might perhaps have been expected from one who has been accused of the desire to pose as the great protector of the American citizen and defender of the American faith as against the effete dynasties of the east. Mr. Blaine had an opportunity to meet Italy's foundationless bluster and bluff by "calling" with good cards in his hand, or even "raising them off the table," but with commendable judgment, he has expressed concisely and clearly, the ideas of the citizens of the country. While there may be some whose "voice is for war" the United States cannot afford to be unjust to Italy in the smallest degree, no matter what the provocation, and if the treaty with that power requires us to pay for convicts deported to this country by Italy to get rid of them, we should pay without making a wry face over it, and take steps to amend the treaty. Of the four Italian citizens killed in New Orleans three were convicts in Italy and the record of the fourth cannot yet be obtained; it is probably similar to that of the three. It is a notorious fact that while there are some reputable Italians in the United States, there are also a great many who should never have been permitted to land. One who is at all acquainted with the Italian residents of New Orleans, or who has had occasion to take a walk down South Clark street in Chicago some warm Sunday afternoon, or almost any evening, will readily admit this to be a fact, and they are still coming at the rate of seven or eight thousand per week.

There is, however, a charge made against Mr. Blaine, that if true should forever condemn him in the eyes of every American. This charge is that Mr. Blaine permitted an American girl, against whom nothing was asserted *except that she was the daughter of a tradesman*, to be insulted in his house at a breakfast given to the diplomatic corps and that he permitted her to be "cold-shouldered" by the foreign snobs who were present, without resenting it. The statement is also made that the next day after the occurrence all the diplomats took occasion to write the Secretary of State and assure him that they regretted the fact that an American girl appeared in the house of the American Secretary of State and that the attaché, who was responsible, would be officially rebuked and perhaps recalled. We can hardly credit such a report, believing that even though

Mr. Blaine may not be averse to a little "flunk-eyism" he is entirely too intelligent to permit himself to be placed in such a position before the American people. If the story is confirmed, the gentleman should be made to feel the weight of such an avalanche of public opinion as will forever hereafter prevent the recurrence of such an incident. This tradesman's daughter, if a lady of good repute, is as much entitled to respect as any titled dame of the east and is entitled to protection from, rather than exposure to, insult in the house of an American official even though that official be the "premier" of the United States, and if there be truth in the story, President Harrison will not do his duty if he fails to dismiss Mr. Blaine. If true, what an opportunity was missed by the magnetic statesman to fix himself in the hearts of all true Americans by protecting this girl while in his house and by resenting the insult to her, to himself and to the whole American people by properly rebuking the snobs who wrote "the next day." Mr. Blaine is a man whom his worst enemies cannot accuse of want of ability and good sense and we cannot yet believe that he has so far lost his good sense as to commit any such blunder as this.

LICENSE LEGISLATION.

It is a matter of continual surprise to us that railway employes do not pay more attention to national legislation than they do. In lieu of something better, we are very much in favor of the effort that is being made in many of the states to obtain legislation that will prevent some of the injustice that is done to railway employes under the laws. The enactment of "co-employé legislation" in some of the states and the effort for it in others is undoubtedly beneficial and has had our hearty support and endorsement, but why should employes support a legislative committee in each different state, and if successful in their efforts, have different laws in each state, governing the same thing? these different laws to be differently construed by the state courts when a national enactment would cover the matter entirely and completely and the laws would be uniform and certainly more likely to be uniformly construed by the United States courts, all acting under the same rules of practice than when passed upon by the different state courts. It is of course easier and less expensive to obtain legislation through a state legislature than through congress, but the aggregate of the effort in the different states is certainly more difficult more expensive and also is certain to be in the end much less satisfactory than national legislation. In the early days of railroading when each road ran its own stock and a foreign car was a matter of comment; when "inter-state commerce" was less talked of than now and there were no laws to govern its conduct and no commission to construe and enforce them, national legislation would not have "filled the bill," particularly in regard to equipment, but now when there is not a road in the United States that does not do more or less inter-state traffic, it would seem to us to be the part of wisdom on the part of railway employes and particularly of organizations, to drop state legislation entirely and concentrate all effort at Washington.

In the matter of co-employé legislation, if employes generally and their organizations had taken energetically hold of it during the first session of the present congress and vigorously demanded the enactment of the bill introduced in the senate by Mr. George and printed on page 508 of Volume VII. of THE CONDUCTOR, we are inclined to think that it would now be a law and that there would be no need for the present struggle to obtain it in Illinois, or the past efforts in Kansas, Indiana, Missouri, Colorado, Texas and New York. The matter would have been entirely settled and settled for all the states.

Again, in the matter of license legislation, we honestly believe that had the conductors and engineers united in support of the bill that was introduced in congress by request of the Order, it would have become a law and the question of license settled for all the states. We believe, too, that if properly presented and understood a large majority of the brakemen and firemen of the country would find that proper license legislation would be of no less benefit to them than to the conductors and engineers. It is true that the bill as introduced did not include engineers, but as originally drawn it did include them, and it was amended because they, through their organization, opposed the legislation.

Two years ago, by request of the members of the B. of L. E. in Illinois, a bill was introduced in the legislature of that state providing for the examination and license of engineers before they could run a locomotive in the state, and notwithstanding that Mr. Arthur was a most vigorous opponent of not only license but all legislation, when the co-operation of that organization was asked by the Order, we find him commending the Illinois bill and urging members to secure its enactment. Practically the same bill is now pending in Illinois. We believe it to be a vicious one and one that will result in injury to employes for the reason that it does not provide for proper safeguards in regard to the examiners. It provides that the officers of the road where the would-be engineer is employed shall be the examiners, providing for practically the same examination that is now in effect on many roads; an examination by those directly interested. We believe there is no railway employé possessed of good sense who does not believe that an examination to be fair should be conducted by men who have had experience in doing what is to be required of the person examined and that such examiners should should be entirely and absolutely disinterested parties.

Certain it is that while much complaint is heard of "examinations by theorists and scientific experts," practically none is heard from any road that has adopted the practice of making its examiners for each department of men who have had actual experience in that department. Again, in case of an examination into a disaster, is it fair to the engineer that his examination and the decision as to his culpability, upon which decision rests the suspension or arrest of his license, shall be conducted by officers whose interest is, in many cases, to place the blame upon the employé and relieve the employing company? Who among us does not know of some instance where an employé has been unjustly blamed and "fired," and where it is the honest conviction

of everyone knowing anything of it that he was convicted and "fired" just to relieve the employers from blame? The man to examine engineers should be an engineer who has actually served as an engineer not less than five years, and the man to examine for conductors should be one who has actually run a freight train for not less than five years, and in both cases they should be men who have thoroughly learned their trade by experience as firemen and brakemen. In all cases, too, they should be men who are paid by the state or government, and certainly should not be in the employ, directly or indirectly, of any railway company.

A bill has also been introduced in Kansas providing for something in the way of examination, previous experience and license, though we do not know just what it is. Certainly if any license legislation is desirable, national is preferable to state, and we sincerely hope that those who are urging license for engineers, operators or other classes of employes, will turn their attention to congress instead of wasting time in the different states. One very practical objection to state license is that it certainly would be inconvenient and expensive for employes to be compelled to get a license in each state where they might wish to work, and in many instances employes run through or into two or more states.

We believe that in the matter of both license and equipment legislation, state legislation is a positive injury, and that the progress of beneficial legislation is retarded thereby, and we sincerely hope that all such state legislation may be defeated because we believe it to be an injury. In other matters, like the co-employé legislation, we are in favor of state legislation simply because we believe a half loaf better than none and that in that matter there can be no injury while there will be good, though we honestly believe that had the amount of effort already used in the different states been concentrated in favor of the George bill, the question of co-employé liability would be definitely settled for the entire United States.

mention a date later than 1892. Meantime the Canadian Pacific which has had it in use for some years finds it convenient, safe and favorably received by all, particularly the employes who are connected in any way with the movement of trains. A bill has been presented in congress authorizing the use of the twenty-four hour system and making it equally valid with the old system, and it is sincerely to be hoped that it will become a law. The one objection that we have to the bill, is that it legalizes the regulation of time by hour meridians and will if adopted have some influence in retaining the present three separate standards of time which are now in use, and which we believe should be abolished as soon as possible.

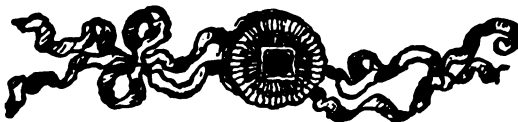
We believe that one standard is enough and that the abolition of the different standards now in use will be hailed with as much satisfaction as was the abolition of the innumerable standards in use a few years ago. We hope that our next Grand Division will express itself in favor of this reform, and believe it will do so, if the brothers from the C. P. will explain the convenience and satisfaction found in the actual use of the system.

The Gateway City Review is taking a hand² in city politics, but as it's on "our side" we have no objection and personally hope that the ticket advocated by the Review will win in LaCrosse. By the way, speaking of politics, Brother C. H. Kinzie is the democratic candidate for mayor of Prairie du Chien, Wis., and Brother Geo. W. Ashford is the republican candidate for the mayor of the city of Savanna, Illinois. George is on the wrong side, but then we advise the boys to vote for him anyhow, for we suspect that his republicanism won't hurt him for mayor, very much anyway. As to Charley, if he shall be elected, he will repeat the New Orleans wish for "pads," but as at New Orleans, he will find that his knees is not the place he will want to wear the pads.

TWENTY-FOUR HOUR SYSTEM OF TIME NOTATION.

The committee of the American Society of Civil Engineers have for some years past been laboring earnestly to bring about this reform, and in our opinion it is something that is of interest to conductors and trainmen generally. The committee report that 65 chief engineers, and 338 other officers of railways, from superintendents to presidents express themselves in favor of the system, though differing somewhat as to the best time to place it in use, some saying immediately while others say postpone it for a time though none

We are just advised of the death of Brother Nim Burgett of Lone Star Division, which occurred February 2nd, in the Terrill Asylum. From the fact that no information of the sickness or death of Brother Burgett, was given to any of his friends until his wife wrote the officers of the asylum that she was coming to visit her husband, we would judge that a change in the management was necessary. Brother Burgett was an old and valued member of the Order, and it is but a short time since the benefit was paid to Mrs. Burgett on account of the failure of his mind.



The Secretary of Cleveland Division No. 14, wishes to know the address of Brothers C. C. Foltz, Geo. W. Swift and Geo. Andrews.

On the evening of April 22 will occur the first annual ball and banquet of Indianapolis Division 103, at Denison hotel. THE CONDUCTOR is in receipt of an invitation to participate and hopes to so arrange as to be present.

Brother J. J. Conner is now a successful and prosperous hardware merchant of Manchester, Kansas, and writes us that notwithstanding he has left the hazardous train service, he finds the Order insurance the cheapest and best he can get.

In California the legal penalty for train wrecking is death and certainly if any crimes should be punished by death, train wrecking is one of them. The punishment in some other states would be death also, if train men should capture the criminals.

Mary Burke, box 734, Findlay, Ohio, wishes to hear of her brother, a member of Temple Division No. 217, of the Order, and who was located at Temple when last heard from. Will any of our readers who can do so, kindly forward the desired information.

Bro. C. A. Sperry of Division No. 48, has been appointed special agent of the Michigan Mutual Life Insurance Company, while Brother E. A. Grosvenor will talk accident to the boys for the R. O. & E. Accident Association. THE CONDUCTOR wishes both success.

Bro. J. T. Crank, whose injury was chronicled a short time ago, is still unfit for duty and has been entirely helpless since his injury which occurred in July last. Some fear is entertained that he will not entirely recover but we hope the fear is entirely groundless.

In the course of sixteen or seventeen years from now the probabilities are that Brother F. J. Gibbs, of Division No. 171, will have to provide for some increase in his living expenses, particularly in the matter of gas and coal. In just about that time the new daughter will begin to "expect company" two or three times a week and Sunday evenings particularly; perhaps, though, there won't be much light needed.

Bro. J. T. Heffernan, box 851, Schenectady, N. Y., has a file of the RAILWAY CONDUCTOR'S MONTHLY and THE RAILWAY CONDUCTOR from 1885, with the exception of three numbers, which he wishes to dispose of. Any one wishing such a set can get them by corresponding with Brother Heffernan.

Some enterprising newspaper reporter lately dismissed several of the oldest passenger conductors on the L. S. & M. S. As the men themselves were not informed of the dismissals, they continued running their trains, and a few days later the newspapers re-instated them. None have been dismissed lately by the officers of that road.

It is said that President Mackey in his policy of "retrenchment," has cut down the force of section men to four for each fifteen miles of track. We are inclined to doubt the correctness of this report; surely no one at all acquainted with track would be so penny wise and pound foolish as this would indicate.

We are just advised of the death of Brother Harry A. Koster, a member and formerly Chief Conductor of Alamo Division No. 50. Brother Koster was one of those prudent ones who had the foresight to become and remain a member of the Benefit Department and his widow will soon receive \$2,500.

On page 205 of the last CONDUCTOR, the correspondent from Clover Leaf Division No. 254, is made to say "we are generally in favor of not federating." The writer explains that he wished to say that the members of that division were generally in favor of national federation, but he abbreviated the "national," and both compositor and proof reader read it "not."

As a rule, conductors, after coming in from a hard run, do not wish to take their resting time to write letters. Alva's Brazilian Specific Co., one of our old and regular patrons, a company too, in which a well known and popular member of the Order, Bro. H. H. Moran of Division No. 159, is interested, appreciating that fact, publish in this number, a partial list of wholesale dealers who keep their Cactus Blood Cure in stock and any of our readers wishing it, can get it by calling on any druggist, who will order it from the nearest of these firms, if he does not have it. Note the list in their advertisement in this number.

We want a copy of THE RAILWAY CONDUCTORS MONTHLY for March, 1889. Will any one of our readers who has this number to spare, kindly advise us?

A few volumes of THE RAILWAY CONDUCTOR for 1890, bound in cloth with morocco back, can be furnished to those who wish them for \$3.00 per volume.

A communication, dated from Des Moines, March 20, and signed "Brother Division No. 38," cannot be used because the writer did not give his name. The correct name must be given with all communications.

Members are requested to keep in mind the fact that on April 26 there will be a union meeting in both Kansas City and St. Louis and those who cannot attend in one place should make an effort to get to the other.

Brother Richard J. Hull, of Bloomington Division No. 87, has been having a siege of the Russian influenza and has been laid up for some three weeks in consequence. Mrs. Hull has been absent in Hot Springs, Ark., on account of her health and Brother Hull has had to get along without her aid. We hope to hear of the complete recovery of both very soon.

We congratulate the employes of Kansas on their successful campaign in behalf of Bro. W. H. Mitchell, who is now a member of the Kansas Railroad Commission. We predict that Bro. Mitchell will so fully demonstrate the usefulness of a practical railway man on the commission, that the Kansas Commission will never be without such an one hereafter.

Miss Lillian Sheehan met with a serious accident a few days since at Mansfield, Ohio, where she was visiting. She had the misfortune to be kicked by a horse but is improving with a fair prospect of complete recovery. Miss Lillian is the daughter of Bro. Sheehan of Springfield Div. No. 206, who is a well known member of the Order and a past grand officer.

Mt. Hood Division No. 91, has issued a unique and handsome six page folder giving date of meetings for 1891, officers and other particulars in regard to the division; it also gives the names and addresses of the grand officers, and the railroads, hotels and papers of Portland. It is neatly printed on white silk and will prove a neat souvenir after the year for which it is issued is numbered with the past.

Brother G. W. Anderson, for a score of years one of the trusted conductors of the G. R. & I., has left the service of that company and is now running a train on the L. & N. at Birmingham. The change was made on account of the health of his family, and Brother Anderson writes that he likes the "Sunny South" very much. We know from experience that he will find some hospitable, wholesouled brothers down there.

The wires advise us of the death of one of the oldest and best members of the Order. One who was respected and loved by all, Brother Frank Rosencrans, and the many who have met him during the past ten years at Grand Divisions, where he has been a regular attendant, will miss his kindly face at St. Louis. Our heartfelt sympathy goes to his bereaved companion, left to fight the battle of life alone. He died of pneumonia April 6, after a brief illness.

All those members of the Missouri legislature who voted for the measures introduced in behalf of the railway employes of that state, have the sincere thanks of the employes, not only of Missouri, but of the entire union. To the following gentlemen, however, is due the energetic and earnest support of all employes, for they were the special champions of our bills and were untiring in their efforts to be of service. Hon. M. Carnes, Sedalia; Hon. R. Dalton, Saverton; Hon. A. W. Florea, Hopkins; Hon. C. F. Cochran, St. Joseph, and Hon. W. F. Tuttle, Dresden.

At the Opera House in Bellevue, Ohio, on the evening of April 24th, will occur a grand benefit ball given by the B. of R. T., the B. of L. E. and the O. of R. C. at that place. The proceeds are for the benefit of Mr. J. H. Collopy. We are not informed of the circumstances, but there can be no question of the worth of the beneficiary when the matter is championed by the organizations named. All are invited and those who attend will enjoy a pleasant evening as well as aiding a deserving person.

Circular No. 2, issued by the receiver of the Chautauqua Lake Ry., announces the appointment of Brother F. S. Jones as superintendent and that he will assist the receiver in the management of all departments. Brother Jones is a member of Keystone Division No. 32 and it is currently reported that he is now negotiating with the "hero of Shady Side" to enter the service of the company as general manager of the life saving department and, if successful, Chautauqua Lake visitors may expect to find Brother Clancy on the beach at all hours of the day or night.

April 19 International Division No. 48 and Detroit Division No. 1, of the B. of L. E., will hold a union meeting at B. of L. E. hall, corner of Woodward and Jefferson avenues, at 1:30 p. m., to which all members of the B. of L. E. and O. R. C. are invited. On the same day Carver Division No. 28 will hold a union meeting to which all members of the Order are invited and to which all neighboring divisions are requested to send delegates. THE CONDUCTOR acknowledges with thanks invitations from both places, and we sincerely hope that both will prove to be instructive and profitable meetings.

An old and respected member of the Order, who although for some years past has been engaged in other business, still retains his membership in the Order and the Benefit Department, writes that our insurance is the best that he knows of, but thinks that membership in the Benefit Department should be made obligatory

on all members of the Order. It certainly is a question deserving consideration, as to whether the Order should not compel its careless members to provide for those dependent upon them instead of leaving them to humiliate themselves by asking charity.

**

Theo. Sears, a well-known and highly respected conductor formerly of the A. T. & St. F. railroad, has been appointed general yard master at Albuquerque, N. M. We are glad to see that the officials of that system know where to find good material. He is a member of Newton Division No. 11, and his character and ability is well known. We feel confident his appointment will give general satisfaction to all with whom he may come in contact.

**

The engineers and conductors committee for Missouri, have reasons to congratulate themselves on their success in procuring beneficial legislation for the railway employes of that state. Three important bills have become laws through their efforts, namely, to prevent blacklisting, compelling railways companies to block frogs and guard rails and the Pinkerton bill given in a late number of THE CONDUCTOR. "Our friends the spotters" will have to be a little careful in making false reports in Missouri hereafter.

**

Right, published in Chicago by the Right Publishing Company makes its bow and asks the patronage of the public. It is a monthly, 16 page paper and its subscription price is \$1.00 per year. The first number contains double column portraits of two well known conductors and members of the Order, Bro. Martin Stark of the Lake Shore and E. A. Collins of the I. C. We advise our readers to get a sample copy and see if it is *Right*. Address the Right Publishing Co., 155 Washington street, Chicago.

**

The Indianapolis *Journal* states, that the official directory of the Order shows 275 divisions with an average membership of 93 to a division. The first of this statement is correct, the last directory, published April first, showing 275 divisions, although at this writing, there are 281 divisions, Hope, Idaho; Goodland, Kansas; Salt Lake City, Utah; Stuart, Iowa; Sanford, Florida and Denison, Ohio having been added to the roll, while a number of other points are waiting an officer to get to them. The directory, however, does not contain any information in regard to the membership, and the *Journal* is mistaken in asserting that it shows an average of 93 members to a division; this average would give a total of over 26,000 members, which is more than we claim. In fact we make no claim that we cannot sustain.

**

Mr. Jacopetti of Des Moines, Iowa, declares that unless the claims of Italy are given proper attention by the United States, there will be thousands of Italians who will tear up their naturalization papers. Now, the imbroglia is getting serious; we can stand the loss of Italy's Fava with equanimity; we can contemplate Italy's navy without more than a casual weakness of the knees and we listen without much apparent trepidation

to the tale of a tripartite agreement which will bring upon our devoted heads not the wrath of Italy alone but the Austrian and Prussian dogs of war, but if we are to lose our Italian citizens, the game is up and we must succumb. Anything more terrible, more lacerating to our feelings or creating deeper grief and despair than this threat of Mr. Jacopetti cannot be imagined. See here, Mr. Jacopetti we wanta de banan, giva de mucha de mun, tan cent fo' dozen; won't you please take it back? Think of the cost too, Mr. J; you no gitta de pap' fo' noting.

**

Bro. John Houghtailing died March 21st. Bro. Houghtailing was one of the most widely known conductors in the United States and had been running a train on the Lake shore ever since it was a road almost. He had reached a ripe age but up to a few months ago, was hale and hearty and bid fair to outlive many of us who were much younger. The trouble consequent upon the accident to his train near Buffalo, for which it will be remembered, he was indicted and acquitted, so preyed upon his mind that it undoubtedly shortened his life.

**

The Ohio Yacht club is always found in the front where anything to further the interests of Toledo is involved. As all railroad men know, or should know, it is desired to bring the convention of the Order of Railway Conductors to Toledo in 1892. The Toledo delegates to the St. Louis convention O. R. C., will leave next week armed with an invitation to the Order from the Ohio Yacht club to be its guests in Toledo in 1892. If the members of the O. R. C. want to be entertained in a royal manner they will do well to consider the invitation which will be made pressing. The O. Y. C. does things in good shape and they will entertain the conductors royally if they decide to come.

An effort will be made at the convention to have the national headquarters located here. The convention would bring 5,000 people here—*Toledo Commercial*.

**

When W. S. Wing is fired from the Union Pacific service there will be a bon-fire started on every section of the system. In order that all may be prepared we will state that it is time to gather the wood.—*Railway News Reporter*.

The above from the organ of corporations and monopolies published in Omaha shows what a mistake Mr. Wing made by not having his portrait and biography published in its holiday number. We would suggest to Mr. Wing that he quietly slip—well, say a twenty—into the editor's hand. We believe that will stop that wood-gathering at once. In fact we think those bon-fires only exist in the imagination evolved by the diseased brain of the aforesaid editor. Anyhow, a twenty is about his size.—*The American Federationist*.

Voluntary advice is one of the most unwelcome things in this old world ordinarily, yet we cannot forbear to remark that it is much safer for the physical welfare of the editor of *The Federationist* to make such charges against Dan Honin through his paper when some hundreds of miles intervene between them than to make them to Dan personally.



CINCINNATI, Ohio, March 22, 1891.

At the regular meeting of Cincinnati Div. No. 107, O. R. C., held Sunday, March 22, 1891, the following resolutions were adopted upon the death of Brother J. A. Kelly at Chattanooga, Tenn., March 18, 1891:

WHEREAS, It has been the will of the Almighty God, the Grand Chief Conductor of all the universe, to remove from our midst our worthy and beloved Brother, J. A. Kelly, therefore be it

Resolved, That we, the members of Cincinnati Division No. 107, O. R. C., desire to offer our tribute of respect to our departed Brother and tender our sympathy to his bereaved parent.

Resolved, That our charter be draped in mourning for thirty days in memory of our departed Brother.

Resolved, That these resolutions be spread upon the minutes of this meeting and copy sent to his bereaved parents and one to THE RAILWAY CONDUCTOR.

C. E. McCARTY,
F. P. FISH,
J. H. ROSENSTOCK. } Committee.

HUNTINGTON, Ind., March 15, 1891.

At a regular meeting of Atlantic Division No. 120, O. R. C., held Sunday, March 15, the following preamble resolutions were adopted:

WHEREAS, God in his infinite wisdom has seen fit to remove from our midst the beloved wife of Brother F. S. Francis, a beloved Brother of this Div. 120; be it

Resolved, That while we recognize the infinite wisdom of God in this act, we do not the less mourn with our beloved Brother in his great affliction; and be it further

Resolved, That we extend to him our deepest sympathy in this sad hour and point him to the Saviour, who will wipe our tears away and supply the peace in the hearts of the friends that are gone; and be it further

Resolved, That a copy of these resolutions be given to Brother Francis and a copy sent to THE CONDUCTOR for publication, and that they be spread on the records of Atlantic Div. 120.

J. M. BROWN,
C. C. CRONIN,
A. B. SPACH. } Committee.

DIED—At Emporia, Kansas, March 14, 1891, Arthur Leslie, the ten months old son of Mr. and Mrs. Mell Hicks.

At a regular meeting of Newton Division No. 11, March 15, 1891, the following resolutions of sympathy for the sorrowing parents were passed:

WHEREAS, It has pleased Almighty God in his infinite wisdom and mercy to remove from the home of our worthy Brother, Mell Hicks, by the hand of death, their only son; be it

Resolved, That this division extend our heartfelt sympathy to the stricken family in this their great sorrow and sad affliction.

Resolved, That these resolutions be placed on the records of this division, a copy be presented to our Brother and that they be published in THE RAILWAY CONDUCTOR.

A. GLAZIER,
J. BAXTER,
C. W. RANKIN. } Committee.

CARSON—Died, February 2, of consumption, Brother W. H. Carson of Mount Hood Division No. 91. Brother Carson contracted a severe cold while employed in Washington, which settled on his lungs and developed into consumption, compelling him to give up his work and return to his former home in St. Louis, where he died at the home of his parents, surrounded by every comfort that the loving care of parents and a devoted wife, who survives him, could give.

WASHBURN—Died, March 13, of that dread disease, diphtheria, Percy, the only son of Brother and Mrs. H. A. Washburn, of North Bay, Ont.

Little Percy was nearly four years of age and the light of a now sorrowing home.

"Ere sin could blight, or sorrow fade,
Death came with ruthless care,
The opening bud to heaven conveyed,
And bade it blossom there."

TROY, N. Y., March 24, 1891.

BOLSTER.—At a regular meeting of Thos. Dickson Division No. 171, the following resolutions were adopted:

WHEREAS, It has pleased the Great Ruler of the universe to remove by death, January 25, John Bolster, son of Brother John Bolster and wife; be it

Resolved, That we do most sincerely sympathize with them in their hour of bereavement.

Resolved, That these resolutions be placed upon the records of the division and a copy sent to THE RAILWAY CONDUCTOR for publication.

DONNELLY.—It is with a deep feeling of sorrow and regret that we mention the sad affliction that has been visited upon the family of Brother John Donnelly and wife who mourn the death of their brightest hope and only child, a loved daughter, who died very suddenly, being sick only a few hours. This is the fourth time that they have been overshadowed by the loss of a little one.

Resolved, That we extend to the bereaved parents the sympathy of this division in this dark hour of distress and sorrow, and while we deeply grieve with them the loss of this little one, let us be mindful that what is our loss is their gain.

ROYAL.—Died, January 16, Aurelia Royal, mother of Brother Lewis Royal of this division.

At a regular meeting of the division the following resolutions were adopted:

WHEREAS, It has pleased Almighty God in the dispensation of His divine providence to call from earth to Heaven the beloved mother of our worthy Brother, Lewis Royal; therefore be it

Resolved, That we, the members of this division, tender our bereaved Brother our heartfelt sympathy in this his affliction; and be it further

Resolved, That these resolutions be placed upon the records of the division and that a copy be sent to THE RAILWAY CONDUCTOR for publication.

At a meeting of Providence Division No. 151, Order Railway Conductors, held at Providence this 15th day of March, 1891, the following resolutions were adopted in memory of our worthy Brother, Joseph Abbott.

WHEREAS, It has pleased the Grand Chief Conductor of the universe to remove from our midst our worthy and beloved Brother; therefore be it

Resolved, That in his death we feel, as a division and as individual members thereof, that we

have met with a loss which can never be repaired. Our Brother has endeared himself to us by his many virtues and examples which he set by the faithful discharge of his duties, by his pleasant manner, and his kindness and sympathy in distress and sorrow; it is further

Resolved, That we extend to the members of Division No. 36, Pueblo, Col., Division No. 1, Chicago, and others our sincere thanks for the kindness and assistance shown the widow of our departed Brother.

Resolved, That we extend to the bereaved family in this their irreparable loss the heartfelt sympathy of this division; and

Resolved, That the charter of this division be draped in mourning for a period of thirty days, and that a copy of these resolutions be spread on record and be sent to the family and also to THE RAILWAY CONDUCTOR for publication.

IRA G. NICHOLS, } Committee.
THOS. PECKHAM, }

BUFFALO, N. Y., April 5, 1891.

WHEREAS, In the fullness of years and after a long and honorable service as a conductor, our esteemed Brother, John W. Houghtailing, has been called into eternal rest; therefore

Resolved, That in the death of Brother Houghtailing this division has sustained an irreparable loss, society deprived of a worthy and exemplary man, the railway world a trusted and capable conductor, and his family a loving, indulgent and honored husband and father.

Resolved, That we tender to the stricken family our sincere condolence and such sympathy as the human heart can give, that we commend them to the loving kindness of that Savior who has promised to be a husband to the widow and a father to the fatherless, and who doeth all things well.

Resolved, That the charter of this division be draped in mourning for thirty days as a mark of respect to our deceased Brother, and these resolutions published in THE CONDUCTOR and spread upon the minutes.

STOKES.—March 25, after a long and painful illness, Mrs. Mary J. Stokes was called from hence to a better world. Mrs. Stokes was the mother of Brother C. W. Stokes of Division No. 136.

THE RAILWAY CONDUCTOR.

VOL. VIII.

CEDAR RAPIDS, IA., MAY 1, 1891.

NO. 9.



ON THE RIGHT SIDE.

Hon. A. W. Terrell is a man who should not be forgotten by Texas conductors. The following is what he said in the house of representatives on the "Guarantee Co." bill:

Mr. Speaker: Though the provisions of this bill may need amendment its general object is right. I understand its object to be to compel these modern corporate inventions which guarantee the honesty of railroad employes, to take out charters of incorporation in Texas, and then to regulate to some extent their peculiar methods. I recognize the narrow dividing line between the right of the state to regulate private contracts and its duty to protect the citizen against enforced contracts which are imposed on him by tremendous corporate powers, in the presence of which he is always at a disadvantage. I am informed by gentlemen, who I believe that these guarantee companies, which are of recent origin, and which have their offices in other states, are doing quite a business in Texas. I am informed that one of these corporations has a monopoly of the personal honesty guaranty business on several roads in Texas. Two, at least, of these roads require every conductor and local agent to insure his own fidelity and honesty before he goes to work, and they point out the company in which he must

insure. If the matter stopped there no one could complain. But this is not all, a deduction is made from the man's salary, and this goes to pay the premium, and this money is used to employ a set of spotters and paid detectives, who like sleuth hounds, dog the man's footsteps day and night, to observe all his acts and habits. On their unfavorable report, the hired man loses his position, and here in the lobby now are railway employes who assure me that when a man is thus discharged, no reason is given for his discharge. No charge is made, no reason given, no explanation made and the secret hand that has stabbed his reputation remains forever a secret. Perhaps, even this might be endured; but so mysterious and secret are the operations of this guarantee corporation, that a man who has once fallen a victim to the report of its hired spies, hunts in vain for employment on any other road. He is black-listed, and after spending the prime of his life in serving a company until he is unfit for any other occupation, he finds himself destroyed by the corporate master. Now, I object to the whole infernal system, but since we are incorporating everything, from a bootblack to a deep water harbor company, we should at least mitigate the evils of this system by requiring of these companies the name of the informant, and

the accusation on which the man is victimized. This is now denied him.

The assassin of reputation can now dog his victim with perfect security; corporate power now employs him and his salary is paid out of the premiums exacted from the pocketbook of his victim. The star chamber of England, the council of ten of Venice, the inquisition in that worst period of Spanish history, or the Jacobin society which doomed its victims unheard did not exercise a more fearful and secret power than that which can now doom to ruin the railway servants of this state. I was called to account here for a reference to the tendency of corporate power to make peons of those who served it—and now can man conceive a system that will tend more to dwarf individualism, breed servility and destroy character than this devilish scheme of first insuring honesty and then blasting reputation in secret.

Mr. Gresham—I wish to ask the gentleman a question: Do you think if I discharge my cook for dishonesty the law should require me to publish it to the neighbors and give the reason for her discharge?

Mr. Terrell: I think it is a matter of very little importance to the State of Texas who Mr. Gresham employs for his cook or why he discharges her. But matters in private concerns can be organized into a corporate evil, when the whole classes of people are threatened with destruction by secret agencies which destroy without remedy. If the gentleman from Galveston were one of several who were incorporated into agencies on whose recommendation alone all the cooks of Texas were employed, then his method of destroying cooks would become a matter of public concernment to the state, to look after the methods of his corporation.

It will not do to treat this question lightly. We are confronted by a new and dangerous power which can destroy reputation at will, for when once the man is discharged this black list damns him and no other man will employ him. It is the right, it is the duty of the state to require the reasons and the informant which doom the man to destruction by the decree of a corporation created by the state.

I know that invested capital demands and requires protection against corrupt agents, but the world got along very well until 1882 without this new fangled corporation to insure individual honesty, and it

could do so still. Humanity has rights as well as cash, and reputation needs protection as well as capital. For this purpose, among others, government was instituted. A grand man just elected to the United States senate made his first great reputation by denouncing from the stump the army of Pinkerton detectives which has become more dangerous than any standing army in time of peace, and for one I hope never to forget that I owe as high a duty to man, made in the image of his God, as I do to either cash or the iron rails which dwarf his manhood and claim his peonage. I have no sympathy with that organized labor which threatens sometimes with ruin the social fabric, often led by designing men; its demands are unreasonable, but in this demand for protection—this demand to know the assassin hand that strikes it, I deeply sympathize. Sir, humanity is not slumbering. The study of economic problems is now going on among day laborers as never before, and its mild cries of discontent are only the first mutterings of the storm which will rouse us from our slumber when it may be too late.

The true duty of the statesman is to meet with appropriate remedies every wrong and prevent a public calamity by guarding against it.

Mortal Fools.

Somebody has interviewed a parcel of men who are millionaires several times over to find out how wealth makes them feel. It is done in the interest of a newspaper syndicate and makes very good reading. Geo. Sleeping Pullman Car says that vast interest and business cares pull him down so he cannot sleep. He used to fall into the arms of Morpheus as soon as his head struck the pillow when he was poor, but he cannot do so now. Andrew Carnegie is a bit more chary in his views, but he is sure that wealth does not bring happiness. Mr. John D. Rockefeller feels sure that wealth is "more likely to bring unhappiness than happiness." The lamented P. T. Barnum remarked that the "pursuit of wealth is more likely to bring happiness than wealth itself." Jay Cook avers that the happiest moment of his life was when he was just square with the world. Anthony J. Drexel agrees with the rest that wealth does not bring peace or joy. John W. Mackey envies poor folk their happiness. He says that the most joyous days of his life were when he was

"swinging a pick or a shovel." Gov. Alger is more guarded, but he admits "men are no happier when they are rich than when poor."

Cyrus W. Field thinks it a terrible misfortune to be rich, and he gives many reasons for it. Among them the liability to begging letters, lack of privacy, necessity of paying exorbitant prices; etc. Poor Austin Corbin has found out that wealth not only makes him terribly unhappy, but from intimate personal investigation and observation it makes the entire four hundred just miserable—bored to death as it were. He yearns to go back to a six-dollar-a-week boarding house. Strangely enough, Vice President Morton is willing to admit that he is as happy now as he was when he was poor and sold calico dress patterns at nine pence a yard.

The above, understand, is the deliberate testimony of a number of men who are worth anywhere from ten million to two hundred million each. Now gentlemen, if it is not against the rules, since riches are such a perplexity and vexation, we have a suggestion to make and one that will require no effort whatever.

Give your money away, and you will be just as happy as poor folk. Give away your riches and sleep soundly, Mr. Pullman. If giving be such a pleasure, Mr. Carnegie, just go in and give to your heart's content. Put yourself just square with the world once more, Banker Cook, as you were in the happy days of yore. Pull off your coat and revel with the pick and shovel, friend Mackey. Cast off the vexatious concomitants of wealth and go into the sweet privacy of the six-dollars-a-week boarding house, Brother Corbin.

It is all so easy gentlemen, and beside by so doing you can make thousands so happy. "What fools these mortals be?"—or do they take everybody else in the world to be fools?—*New Yrk Dispatch*.

A Stop-off Station.

MAINE CONDUCTORS STOP FOR REFRESHMENTS AND ARE OFF AGAIN.

The United States Hotel yesterday afternoon was the scene of an event that will be long and very pleasantly remembered by the two hundred gentlemen who participated. It was a complimentary reception and dinner tendered the Pine Tree Division, No. 66, of Railroad Conductors

by the New England Division of the same organization.

The Pine Tree delegation, which numbered forty-five, left Maine by the Saturday night train in a private Pullman car that reached Boston at 6:25 yesterday morning. At the Causeway street station they were met by a delegation from the New England Division, and carriages were taken to the United States Hotel, where breakfast was served.

From 9 until 10:30 o'clock a reception was held, and then the gathering, numbering about 175 conductors from all over New England, went into session and witnessed the working of the three degrees of the order by J. H. McDonalds, C. D. Baker and W. Sprague.

At 2 o'clock dinner was served, the presiding officer being Mr. W. H. Hogue. The occasion was informal, and music was furnished by an orchestra and quartet, consisting of Messrs. W. H. Hatch, J. R. Hathaway, David Drake and H. S. Polsley.

The notable event of the after-dinner exercises was the presentation of a full set of jewels to the Maine organization. They were presented by W. R. Mooney in a brief speech, and were received by W. Sprague, who made an eloquent acknowledgement.

After dinner the visitors were escorted to the station, where the 7 o'clock train was taken for home.

Following are the names of the Maine delegation: W. Sprague, C. C.; G. E. Whitney, A. C. C.; S. S. Cahill, S. and T.; M. F. Healy, S. C.; F. L. Gardner, J. C.; Geo. P. Thomas, I. S.; Geo. L. Barbour, O. S.; W. J. Glidden, Wm. Hooper, J. B. Chandler, C. E. Buck, J. A. Mace, Jr., H. I. Stevenson, H. W. Jordan, A. W. Hodgkins, C. M. Benjamin, J. Donnelly, O. W. Clement, L. D. Cobb, F. C. Willetts Geo. Tantish, Lenville Gould, F. H. Cleves, D. L. Foster, S. S. Connor, B. W. Feeney, F. L. Merrill, P. L. Belogna, C. C. Berry, J. A. Starrett, R. Crosby, Geo. B. Farnham, W. D. Blackden, E. C. Lasselle, W. H. Heughen, Geo. West, David Pratt, M. M. Tarr, Chas. Dalrymple, Thos. S. Healey, L. W. Pollister.

The success of the occasion was largely due to the hard work of the committee of arrangement, which included many well-known railroad men in the New England division. Their names follow: W. R. Mooney, chairman, of the southern division Boston & Maine; John Moriarty of

the Old Colony; E. J. Egan, of Providence division of the Old Colony E. T. Cowell, New York & New England railroad; F. A. Wise, Boston & Albany; W. H. Hogue, western division Boston & Maine; J. H. McDonald, eastern division Boston & Maine; A. G. Mooney, Boston, Revere Beach & Lynn; O. M. Neal, Fitchburg, and E. W. Harvey, Concord & Montreal railroad.—*Boston Globe*.

Co-operative Watch Making.

Our advertising pages frequently contain items of such interest as to be a pleasure to us to call our readers' attention thereto. The "ad" of Messrs. Jos. P. Wathier & Co. gives an admirable description of a genuine Waltham non-magnetic watch. It is said to be the best railroad watch on the market. We may point with much confidence to the price, \$21.48 and ask whether, gauged by its well-known qualities as a reliable time-keeper, it is not a marvel of economical production?

We may go further than this and indicate how these economies are brought about. Messrs. Wathier, who manufacture this watch, except the movement, state that the lowness of cost is secured by the application of the co-operative principle in several branches of its manufacture. This principle has asserted strong claims to an extension to other branches of production, especially in those trades where an immense number of articles are produced, each being a duplicate of the other. When these conditions exist it is possible to so organize the labor and material of the various parts of a completed manufactured product, so as to pay labor its full and just dues and yet produce the finished article at much less than could be possible without the organization on the plan of co-operation and the application of the federal principle.

We can strongly recommend this watch to the attention of our readers and the manufacturers are reliable and trustworthy people.

The Pity of It.

To have a great labor strike for eight hours as is threatened will be a vast misfortune. At one time it looked as if the thing would be conceded in the proposition that as soon as the whole trade in

other states could be brought in, so that there would be no unfair competition it should prevail. But this has been abandoned. There is no sadder page in human history than that which records the progress of labor. With no exceptions, everything that has been done for the amelioration of the condition of labor has been bitterly fought by the employers. Things that to-day are conceded as common principles of humanity were at their inception strongly opposed by the operators. The reduction of the day to fourteen, and then to twelve, and ten hours was as stubbornly resisted as this for eight hours. Just now in New York the rich proprietors of the great retail stores are fiercely fighting a law which makes the provision of seats for clerks compulsory. The street car drivers got seats after a stubborn strike. The limitation of child labor has been bitterly contested and is evaded to-day. The "pluck me" stores flourish in these same mining regions of Pennsylvania to-day in spite of the law. Every provision for the health and safety of employes—proper conditions of their working life, fire escapes, etc.—has been obstinately resisted by the employer and granted only under compulsion. It is, we say, one of the saddest pages in human history—this steady oppression, this sullen resistance to the alleviation of the conditions of human kind by its fellows.

Man's inhumanity to man,
Makes countless thousands mourn.

—*Indianapolis News*.

People who go to apothecaries to have their disease prescribed for occasionally get very strange diagnoses. In one case a man wearing a long countenance is said to have entered an apothecary's shop and remarked:

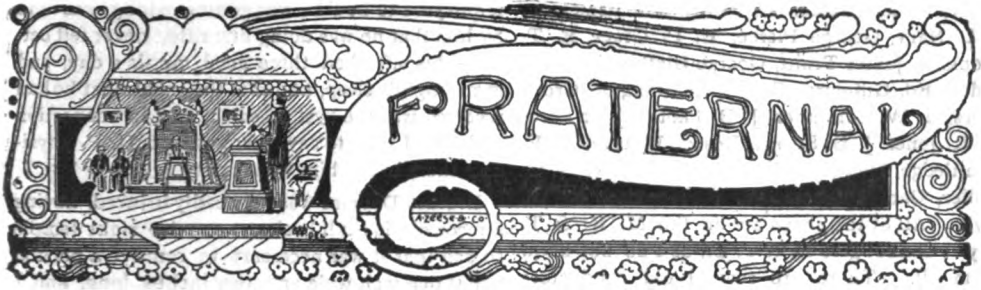
"I seem to have something queer in my stomach and I want you to give me something for it."

"What are your symptoms?" the apothecary asked.

"Every little while something seems to rise up and then settle back again, and by-and-by it rises up again."

The apothecary put his chin in the palm of his hand and meditated awhile.

"Look here," he said, gravely, "you haven't gone and swallowed an elevator, have you?"—*The Commoner*.



McKees Rocks Division No. 201.

CHARTIERS, Pa., April 6, 1891.

Editor Railway Conductor:

McKees Rocks Division No. 201 is still growing. Onward and upward seems to be the motto. We have new members and applications at every meeting and all the boys are very much interested in building up our Order and I hope the members will study and become more familiar with the principles and objects of the Order. I am sure that many who are now careless and apparently unconcerned would become active working members if they did so.

Business is very quiet on the O. R. C. route to the coke region owing to the strike, and the boys are having much needed rest and are waiting for the boom to start when they expect to make 45 days per month again and then the south yard will be kept full of cars and the Brothers on the "drag-ups" will have all they can do.

Brother F. McFeathers, supervisor of trains on south division, or better known as the south yard, has had another track added to his territory, known as the McK. B. V. R. R., and a very busy branch 30 miles long and a coal tippie about every mile. Bro. McFeathers' headquarters will be at McKeesport, the mouth of the B. V. branch.

Brother James Edwards and crew have been promoted from the south yard to the north division, known as the main line between Chartiers and Youngstown, Ohio. Brother Edwards feels proud of his promotion and says the main line is just the thing. I hope Brother Edwards will keep the street crossings open at the Lake Shore depot yards and avoid acquaintance with the big cop who has troubled so many of our boys.

Brother M. Tucker, manager of the fast local, is becoming very popular in Youngstown while attending court for the P. & L. E. R. R.

Brother G. W. Fleming is supervisor of trains on the P. & L. E., and is herding cars from Chartiers to Youngstown, and manages to keep the four locals busy.

Brother S. E. Haskings has just returned from

Marietta where he has been running a relief boat during the last high water, and he says that he did good fishing. I hope the fish were all alive, Rube.

Brother Mackey and his three-wheeled caboose had a great time on the first and our trainmaster, Mr. J. T. Keeth, had a track made on purpose for this caboose. Brother Hatfield will intercede in his behalf and get Brother Mackey to go out last.

Yours in P. F.,

J. W. WRIGHT, C. C.

Lone Star Division No. 53.

DENISON, Texas, April 5, 1891.

Editor Railway Conductor:

As our correspondent of Division No. 53, the "kicking division" of Texas, seems to be laying down on his job, will give you a few points. Our division is doing nicely, taking in new members every meeting. Our roads are doing good business, and the boys are making good time, consequently are happy. Our passenger conductors north are W. K. Maxwell, G. B. Sage, J. W. Smith, J. M. Gudgeon, J. C. Chambers, C. E. Condant, Jack Truitt and George Washington, Scales extra. On freight and work trains, R. A. Shelton, C. D. Curry, C. C. Page, J. H. Dolan, J. F. Madigan, J. H. Cassen, C. W. Salisbury, F. Maddox, Jack Hudler, B. S. Powers, C. C. Knight, E. E. Crocker, J. C. Breeding, W. A. Grant, S. B. Karney, J. L. Tygard, F. Andrews, W. R. Hopkins, A. S. Miller, W. S. Oldham; extra, H. C. Rush, C. M. Stone, R. E. Kinney, D. L. Lincoln, J. A. Jacobs, C. Bledso, Wm. Shand, John Smyth. On hill run, C. N. Knowlton. Work trains, C. B. Smith, J. M. Jones. Denison yards, the only Thomas Dennis Casey, day; Sam Philips, nights. Running south on passenger, C. Martin, W. H. Tobin, L. F. Case, T. A. Murphey, W. H. O'Brien, Frank Butts, A. L. Dain, J. Scanlon, Jim Birdsong, (Peek-a-boo) J. Stevens, Jerry Strait, Bob Littlefield, George Washington Oliver, Ed. Allen, J. Rouse, John Benner; freight, J. F. Hern, H. F. Brown, C. S. Williams. L. C.

Clark, Sam Knapp, W. H. Freeman, J. R. Shaugnessy, M. M. Benson, Bert Cox, Tim Mineham, J. L. Nary, George Pierce, E. P. Grace, E. T. Hopkins, James Truitt, George Blythe, C. Witherden, Ed. Gillmore, George Washington Crowthers, E. W. Carpenter, J. B. Thorne, John Ford, E. R. Jones, J. B. Strock, Roscoe Watson, W. V. Whitley, Dwyght Olliver, B. J. Swanner, J. G. Miller, Dan Mineham, W. P. Hopkins, S. W. Lyle. All of the above are on the M. K. & T. R'y. Cannot give H. & T. C., as I do not know them all. There are several old conductors waiting for something better to turn up.

Yours, TEXAS.

Gone Before.

ROANOKE, Va., April 6, 1891.

Editor Railway Conductor.

It is with profound sorrow we are called upon to record the death of our beloved and worthy Brother, J. R. Calfee, who died very suddenly at Pocahontas, Va., on the night of the 29th, ultimo, of heart failure. He had made his regular run as usual the day preceding, which was a passenger run between Pocahontas, Va., and Elkhorn, West Virginia, branch and extension of the N. & W. R. R. He retired for the night apparently well and in his usual cheerful and genial manner. His sudden departure reminds us of the slight thread that binds us to earthly things. In his death this division mourns the loss of a Brother who was ever ready to proffer the hand of aid and the voice of sympathy to the needy and distressed, a friend and companion who was dear to us all, and a citizen whose upright and noble life was a standard of consolation to his fellow men. Our hopes extend beyond this life for his happiness, in a firm belief that there exists a better state in the long eternity to which we are fast progressing.

Yours in P. F.,

J. F. DRISH, S. & T.

Denver Division No. 44.

DENVER, Colo., April 4, 1891.

Editor Railway Conductor:

While looking through your valuable issue of April 1, I notice in the mentions that charges had been made (by dame rumor) relative to the treatment of the patients at the U. P. Hospital at Denver, and especially as to the treatment of Bro. T. F. Douglas, who was injured in a wreck some time ago on that line.

I will not go into detail of the treatment of all patients who go there or to any one case except the one mentioned, but I will say that to-day I had the pleasure of shaking Brother Douglas by the

hand and having a short chat with him, and on inquiry as to how he was getting along was told by him that he was doing first rate, never felt better in his life, had three good meals a day, and every night's sleep, and that the treatment he had received was the best on earth; and in connection with this I wish to say, there was no U. P. physician there to tell him what to say.

Brother Douglas was very badly injured, having a piece of his skull broken near the right temple so bad that it was necessary to remove a portion about one inch wide and two inches long, and I will join him in saying that it was only by good care and skillful practice that his life was saved, and it is safe to say that in this case the rumor was groundless.

While I am in the business of addressing you I might as well say a word as to what I think would be of great good to the Order if made a law at the next session of the Grand Division, and that is the old story that I have been the means of having brought before the Grand Division several times and that is making it compulsory to change your membership when you change your location, that is, when you change so far as to be unable to attend your own division as handily as you could the one where you are located.

I know there are plenty who say, "I will not be obliged to change, I propose to belong just where I please," and this thing of compulsory hurts their ideas, but Brothers, we must not take this thing to ourselves alone, but be willing to do that which will bring the greatest good to the largest number, and I certainly think this is the thing that will bring about more good than any one thing that is liable to be brought before the next session. You meet Brothers every day who say, "yes, I am a member, but I do not go to the division meetings, as I belong to division —, way down east or way out west, and I do not feel at home, and if I should go I have no voice in anything that might be before the division and I will stay away."

This is what would make them at home and give them a voice, and then what good is a member who never attends a division meeting? He does not know what is going on and only kicks at what is being done without the slightest knowledge of the purpose for which it is intended.

Also we have members who are away from their divisions and without any assistance from the Brothers who would assist them by words of wise council and Brother's help, if they only knew how they stood and what was needed, but as they do not declare themselves, the Brothers are at sea as to whether they are members in good standing.

I would be pleased to see this matter discussed

in THE CONDUCTOR and certainly believe there would be much good done by making this a law.

CORRESPONDENT.

The Future Conductor.

TERRE HAUTE, Ind., March 22, 1891.

Editor Railway Conductor:

While I am laying up with the "La Grippe" it occurs to me that I would like to use the columns of THE CONDUCTOR to express my views regarding the thoughtlessness of a great many members of the Order, members who never make any preparation for the proverbial "rainy day," which never fails to come, and at a time when we least expect it, or prepared to meet it. It also refers to the class that you hear the secretary read *notices* of at division meetings:

"Brother Sam Johnson was killed while in the discharge of his duty, leaving a wife and six small children. Brother Johnson was not a member of the Benefit Department. He left his family in destitute circumstances. In making this appeal to our Brothers for assistance for Brother Johnson's family, we can assure them our late Brother was a man in every sense, was punctual in the attending of division meetings, liberal to a fault, and stood ever ready to assist any Brother." Now admitting that Brother Johnson was a good member as far as he went, but to be honest with ourselves, *did he go far enough* in his goodness? Should he not have taken out a membership in our Benefit Department? for in so doing he was *only* providing against a contingency that may arise at any time. *No man has any lease on his life.* Look the facts over as you find them for it does not make any difference who the man may be or how exalted the position he may occupy in the social or business world. You might say he has filled every position from brakeman to general manager, and then what? *He died;* then the certainty of life is death.

There is another class of conductors you will find at the yard office, round house and cabooses discussing the latest "fads" and attending to the affairs of the railroad company, (with their mouth) even down to censuring some chief official for not being able to see *their superiority over* other conductors and in not providing some "soft snap" for them, as the Order is no promoter of men in the train service, only as their ability and efficiency may commend them to their chief officers, they have indulged in a vigorous kick among themselves.

If you look their record up you will find them deficient in every essential point that goes to make a man or a first-class conductor. You can tell them by their general make-up. They are well-

known in the superintendent's office. He quite often gives them from fifteen to thirty days to study over difficult points in the book of rules.

My opinion of the future conductor: He must be a moral man in every way, above suspicion; he must be born to dominion and he must enter it by conquest and continue to do battle for every inch of territory added to his domain. His first effort must be put forth for the acquisition and for the control and the establishment of the authority of his *own will* with his own efforts to reduce his own physical power to subjection. He must at the same time commence to subject his mental faculties to control; thus self-control over outward circumstances are alike the *duty* and *birth* right of every man. Self-control is the highest and noblest act of man. "He that ruleth his own spirit is *greater* than he who taketh a city."

Just one glass of whiskey less or two common cigars each day, the cost of which will pay all of the assessments in the Order's Benefit Department, and should that conductor be killed or die a natural death or from any cause become totally disabled \$2,500 will go a long ways toward keeping the wolf away from the door of the loved ones.

I am of the opinion that the Auxiliary or the ladies could do a power of good in the direction of our Insurance Department, for the strongest arm to lean up on in this world is not "John Eli Sullivan" or a blacksmith, but it's the arm of a loyal loving wife. When God has put in to it *through faith* and submission to His will, His own moral omnipotence, then is not the most beautiful and happy spot on earth the home of a virtuous and loving wife, consecrated by piety, above which the hovering angels touch their wings forming a canopy of protection and sanctity? Conductors of the future, work up to this *line*, for I am satisfied that it will pay you well to make the new departure.

Yours in P. F.,

A. H. C.

Experience vs Theory.

April 6th, 1891.

Editor Railway Conductor:

Under the head of "A Mistake" in your issue of April 1, 1891, "Conductor," hits the nail squarely on the head, when he says, "It is a fact that good conductors make good trainmasters and superintendents," for the very simple reason that they have had the experience to enable them to *know* what is required of them in such capacity. Is there any other calling in this or any other country, for that matter, where the manager of the detail work of the concern is not chosen for his

experience in the work for which he is chosen to oversee. Yet in this work, the management of the train service, men are chosen to *act* as trainmasters and superintendents who have had not *one single day's* experience as a train man. Is it any wonder that the train service is deteriorating? Why should a telegraph operator, who has gained the sum total of his knowledge in railroading, at the key, be elevated to positions where he of a necessity must at times give instructions to the conductors and brakemen under his supervision, who have gained a far better knowledge of their duties by actual experience, than this *superior* can ever hope to gain unless he takes a turn at the wheel and learns by actual experience as his *sub-ordinate* has done. As "Conductor" remarks, thousands of dollars are lost to railroad companies by and through the ignorance of these same (telegraph operator) superintendents and trainmasters. Telegraph operators and train dispatchers are a necessity for the successful conduct of a railroad, so are conductors and brakemen, engineers and firemen and when you desire a man to oversee the men in any of these callings, why go outside their own ranks for them? As well put a conductor into the office of superintendent of telegraph, as put a train dispatcher into the office of trainmaster or division superintendent because the conductor knows just as much about the duties of a superintendent of telegraph as the train dispatcher knows about the duties of a conductor, "they have both seen the other fellow working at his trade." Mr. General Manager and Mr. General Superintendent, did you ever stop and think that when you place a train dispatcher in the position of a trainmaster, or a superintendent, that you or the company has got to go to expense, and risk the experiment of educating him in his new duties? When you have the material at hand ready educated by years of actual experience? Do you know that every time you place one of these young and inexperienced men in authority over your old, tried and experienced conductors, you, in a measure weaken the force, and lessen your own standing? Call to your aid some few of the many grizzled veterans in the train service and mark my word for it you will see a marked improvement if they are allowed to carry out their ideas. One great reason why they have not been more successful in the past, (I refer to the trainmasters and superintendents promoted from conductors) is that they have been, in most cases, handicapped by having some official immediately over them who is from the "other school" and who has no sympathy for their ideas consequently they are not allowed to institute any reforms.

Now gentlemen, Managers and General super-

intendents, give us a show and you will be surprised at the result. Your old and faithful conductors will see something ahead worth working for. As it is now we cannot hope for anything beyond a conductorship and even that depends upon our ability to please our telegraph operator, trainmaster or train dispatcher superintendent.

K. N.

Iowa Railroad Legislation Again.

Editor Railway Conductor:

"Of the thirty-four railway companies that made a report to the Iowa Railroad Commission for the year ending June 30th 1889. Twenty-seven of them failed to pay any dividends, and the seven that did pay were all large systems, draining immense territories, with a net-work of feeders in other states. Not one of the companies, that had to depend on Iowa business alone, were able to pay any dividends. Four companies were operated by receivers and sixteen other companies did not make expenses. The total deficit of those sixteen companies was \$1,914,509. The total amount of stock, which earned no dividend was \$117,619,574. The number of railroad employes in the state in 1887 and '88 was 30236 and the amount of wages paid was \$15,619,417.16 the following year (after the Iowa railroad laws took effect) the number was reduced to 24622 and the wages earned was \$14,212,590.27 showing that there were 5614 less men employed by the railroad companies and \$1,406,826.89 less money earned by the railway employes of Iowa than there was the year previous. (See report of Iowa Railroad Commission.)

Any person conversant with railway affairs during the last few years, is well aware that the number of employes have been reduced at least 5000 more between 1889 and this date, April 1, 1891. Figuring upon the same basis, the men employed on the railroads in Iowa will earn about \$2,813,653 less money in 1891 than they did in 1888.

Why was it necessary for the railroads to reduce the number of their employes? It was caused by the reduction in earnings brought about by the decrease in rates made lawful by the Iowa Legislature.

It is a well known fact that all railway employes spend their wages at home on themselves and families in the town or city in which they live. All of their wages goes into the pockets of the merchant, the mechanic, the farmer and the laboring man. The merchant expects the railroad employes to pay their bills every thirty days but he only expects the farmer to settle once a year. The railroad employes furnish the cash every month that enables the merchant to carry on his

business and makes it possible for him to loan to the farmer for one year, the cost of the goods the farmer buys during that time.

The railroad employes of the state furnish, *indirectly*, the cash that keeps the business of the country going.

What have the people of Iowa received in exchange for the loss of this immense yearly revenue that was monthly divided by the railroad employes among the citizens of the state? The farmer is not more prosperous now than he was prior to the enactment of those laws. He does not receive any more for his grain, his horses, cattle and hogs than he did before, he cannot buy the necessities any cheaper, his clothing, boots, coffee and tea cost him just as much as they did before these laws went into effect.

What then have the Iowa Railroad laws done? I will tell you. They have driven 10000 men out of employment, they have reduced the money in circulation in the state nearly three millions of dollars yearly. The majority of the men thus thrown out of employment were men skilled in some particular branch of the railroad service, with families dependent on them for support, men of intelligence and brains who had given the best years of their lives to their chosen work, all thrown out to seek work elsewhere by the suicidal policy of the members of the Iowa legislature who were all following the idle vaporings that emanated from the diseased brain of Wm. Larabee and other demagogues like him. Those men were all good industrious citizens of our state, and today they are scattered to the four corners of the earth—the majority having left the state (virtually driven out) in search of the employment they were denied at home.

The banner cry of political candidates—of all parties—during the last few years has been “anything to down the railroads” and upon that cry nearly every member of the legislature has been elected by the farmer vote of the state.

In the railway service a great many men are killed and maimed for life each year. Their places are filled by men who have graduated from the farm and the workshop, today the flower of the young men of the state are engaged in railroad work. Where has there been any laws passed for their benefit as laboring men, their rights as such are totally ignored. No legislator or railway commissioner ever thinks of them, their time is all taken up in framing and passing laws with but one object in view, and that object is, capturing the farmer vote.

There are, say 20000 railroad employes left in the state, every one of those men are voters. It is always customary to count five inhabitants for

each voter, therefore every one of those 20000 men have four others who are dependent on him for support. Every single individual in this great army of 100000 people, wives, children and parents are deeply interested in the revenues of the corporations by which the head of the family is employed. Their bread and butter depends on the ability of those corporations to earn a fair rate of interest on the money they have invested.

The railway employes are citizens of the state; they are entitled to protection as much as any other citizen, they are entitled to a fair day's wages for a fair day's work, but they cannot get it unless their employers are allowed to charge a fair price for the services they render to the people.

There are enough of us left in the state to hold the balance of power if we use our influence in the right direction; when a member of the legislature or commission understands that all of those votes would be cast against him, he would be more careful in the future about passing laws that would drive thousands of men out of employment and their families to want.

I believe that if every railway organization in the country would appoint from their ranks a legislative committee whose duty it would be to attend all sessions of the legislature in each state and lay their side of the case before the members, it would be productive of much good, but the good thus derived would be small in comparison with the good that would result if *all* the railroad employes of every grade throughout the state were banded together for the purpose of bringing those unjust views and laws before the people in a proper manner.

I believe there is as much brains and education among the railway employes as there is among any class of people on earth, and I believe that every good man will do what little he can to hasten the coming of the time when those obnoxious tyrannical laws will be stricken from the statutes.

My object in writing this article is to try and awaken the railroad employe to a realization of the duty he owes to himself and to his family, to set him thinking. We have remained passive too long, we have been voting too much for party in the past, let us vote and work for ourselves in the future. Providence helps those who help themselves.

W. H. STONEHOUSE,

Cond. West Ia. Div. C. B. & Q.

A Voice From East Tennessee.

KNOXVILLE, Tenn., April 6, 1891.

Editor Railway Conductor:

A fruitless search for a letter from one of our

correspondents in the last number of THE RAILWAY CONDUCTOR leads the writer to think that there is a lack of interest on the part of those who have been assigned to this charge and it seems as if being one of the three divisions of the Order located in this favored section would spur them up a little.

East Tennessee favored and blessed in all things with her Chatanooga at the foot of Lookout mountain once covered with smoke of battle and made famous as "the place of battles" where we now find another great smoke that covers this glorious mountain but it is the smoke of furnaces, steel plants, mills, machine shops and the smoke from engines of nine railroads. Here it is that the members of Lookout Division 148 gather to exchange fraternal greeting.

Knoxville, the capital of East Tennessee as it is called, is a beautiful city in the very heart of this favored section, with the headquarters of the great system of the East Tennessee, Virginia and Georgia railroad near its depot and its mammoth shops together with factories, a vast number of them, the dark smoke of which blacken the horizon, and the hum of wheels of the machine shops and thud of hammers mark the march of progress. Here among these surroundings we find Stanton Division No. 139. Bro. Yearwood, who represented us last May, will meet with the members of the Grand Division again.

On the Virginia and Tennessee line where the great Norfolk and Western railroad and the infant S. A. & O. make connection with the E. T. V. & G. R. R. is the twin city of Bristol.

Nestled upon its seven hills can be seen tobacco factories, iron furnaces and other new industries as well as beautiful residences.

Twin City Division No. 250 has Bro. Geo. W. Ellis in charge of the keys and he is full of life and bloom. The conductors of the East Tennessee Division of the E. T. V. & G. Ry. which comprises four hundred miles of road are members of these three divisions of the O. R. C. Stanton Division No. 139, however, have the greatest number of them and they are a genial body of men. Among those who pull the bell and punch the tickets we find the venerable Bell, Ault, Elmo, Miller and Moore and Bros. Toms, Titsworth, Yearwood, Neil, Taylor, Dooby, Smith, Flagan, Brown and Shriver and oh, how glad the boys are to see Bro. Simpson start out with his one coach with these beautiful words on either side "Pay Car." Our freight conductors are nearly all members of the O. R. C. and are bright and happy. Most of them are assigned to one of the several districts. Bro. A. T. Lewis of the C. & O. Ry. with his wife and her sister and two

baby boys, Branch and Harry have located here and he is assigned to the Chatanooga District. Bro. Lee Stone with his wife and three baby girls Myra, Bledsoe and Powha have also made Knoxville their home and he has been assigned to the Bristol District. Happy may you be, Brothers, among your new friends and associates.

In the legislature of this state a bill was introduced prohibiting Sunday freight trains. It passed the house but died in the senate, some bad talk of bribes have been indulged in since this body adjourned and there seems to be some foundation for the rumor. The workingmen will not forget it, however, but will bear it in mind and let these gentlemen hear from them at the polls.

Mr. W. R. Beauprie, our popular and efficient master of trains has been appointed superintendent of the Georgia Division of this system with headquarters at Atlanta, Ga. It was a deserved promotion but we were loath to give him up and to show to him our gratitude and appreciation in part for his kindness and interest in all while here, we will the first opportunity present to him an excellent silver service.

Mr. Beauprie has our Brother, F. C. Worley of Division No. 152, with him as master of trains. Bro. W. is a whole team and when he has time to move Mrs. W. and the twins, the boys will have to "get a move on them" for W. R. B. and F. C. W. are rushers from away back. We wish them much happiness and may success crown their efforts.

Chief Train Dispatcher G. R. Loyall has been promoted to the position made vacant by the appointment of Mr. Beauprie and the young and popular George will surely make his mark. Mr. William O'Brien succeeds Mr. Loyall, and a better selection could not have been made from such a noble hearted lot of young men. Glad to see you, young gentlemen, making these strides forward and hope you may go up higher. While all is happiness here now and everyone bright and cheerful we cannot help looking back a little to say a word about the tilt the engineers had about ten days ago with the M. & N. G. R. R. They (the engineers) asked for an increase of pay through a committee and were refused so the boys "went out" and Receiver Glover raved and beat himself for nearly two weeks and then "came to time" gave the boys all they asked for, which was four cents per mile but the press and public seem to think he made a mule (?) of himself.

Well a great deal has been said about the location of our grand office. Why don't Bros. C. D. Goodwin and Blanton see Mayor Ellison and other live men of Richmond, Va., and secure a bid from that city? It is only an hour's ride from

Washington, D. C., and all roads center there. Besides Richmond has a great future. Do wake up Brothers and make a signal. By the way, how would Brother Blanton like to be placed in the position made vacant at the door by the death of our beloved Butler? Second this move Bro. Gentry you hail from No. 184 very close to Bro. B. He is large enough to keep all intruders away and a fine noble fellow too, yes push him to the front?

Now in conclusion we will hope that the Grand Division when it meets will not impose on the present membership of the Mutual Benefit Department any burden that will be grievous to bear.

Bro. Norman Watkins seems to have the matter under consideration and his suggestions are worthy of some attention of the members.

Federation will be discussed too and it will be carefully considered and we hope that it will be found that local federation will be good enough for the O. R. C. for the present anyhow.

If this is found in the next issue of THE CONDUCTOR we will try to improve on it later.

Yours very truly in P. F.,

A. MAHMGREN.

New River Division No. 140.

Editor Railway Conductor:

I am at a loss and really do not know what to say or what the Brothers of this division mean. I have not yet learned who the officers for 1891 are and I do not think the boys are taking the interest in the division or the Order that they should and I for one would like to see them stir themselves and attend to business better in the future.

I think a great deal of the Order and my division, but do not hear anything from the division. Please let them know that there is at least one member looking for something from them. If you can find space let me air my sentiments in THE CONDUCTOR and see if it will not induce the boys to wake up and let the members generally hear from and of them.

Yours in P. F.,

J. L. D.

Thos. Dickson Division No. 171.

TROY, N. Y., March 21, 1891.

Editor Railway Conductor:

I wrote you some time ago giving the officers elect for 1891 and two other articles, but as I have not seen them in THE CONDUCTOR I will try once more.

The following officers were elected for the present year:

C. C., T. J. Skinner; A. C. C., F. J. Gibbs; S. & T., D. O. Gibbs; S. C., Thos. Busseno; J.

C., W. C. Parker; I. S., Albert Kelsey; O. S., Fred Standish.

We meet on the first and third Saturdays in each month at Star hall, corner of Fulton and Fourth streets.

Brother C. A. Beach has been appointed train-master of the Mohawk division of the N. Y. C. & H. R., with headquarters at Utica and has transferred to Division No. 155.

I had the pleasure of meeting our Grand Chief Conductor on his return from Montreal and it was quite a surprise to me. I have a run of about two hundred miles and I assure you that we got well acquainted.

Brother Clark and Brother Evans attended our meeting the same evening and all who met our Chief speak in the highest praise of him and we did not have to handle him with kid gloves either. I regret very much that there was not a larger attendance at the meeting, but our members are so scattered east, west, north and south that it is hard for them to get to meetings, and some of them have to travel two hundred miles to attend, and this night in particular was a most miserable one, the earth being in receipt of another addition to its fleecy coating of beautiful snow. I don't think the person who wrote of the "Beautiful Snow" ever did any train service, or ever had a "picnic." If he had the poem never would have been written. I intended to call Brother Clark's attention to a view on our road, as it is an exact view of the "Picnic" shown in THE CONDUCTOR some time ago, but when we passed that point we were too busily engaged with baked beans to "have any time" for anything else.

A few words more and then I am done. I want to urge every member of the Order to do what he can to assist the grand officers, and there can be no question as to the accomplishment of much good in the future.

Come, off with your coat and roll up your sleeves.

Brothers, I am speaking to you.

Oh, why do you stand in this busy land

And say there's nothing to do?

Just pull off your coat and roll up you sleeves,

And do whatever you can;

You'll find that it will pay in the end, I say,

To let the world know you are a man.

Come, off with your coat and roll up your sleeves,

Then you'll find plenty to do;

Don't sit down and growl, but get up and howl,

And paddle your own canoe.

If you're in hard luck, then show you've got pluck;

Never sit down and complain,

But get up and dust, and scour off the rust,

And then go at it again.

Come, off with your coat and roll up your sleeves;

Brothers, why do you complain?

And stand on the street just like a dead beat,

If nothing was made in vain;

Now, off with your coat and roll up your sleeves,

And do the very best that you can;

In the long run 'twill pay, as you'll find some day,

To let the world know you're a *man*.

Come, take off your coat and roll up your sleeves,

My Brother, take hold like a man;

Don't be a drone in this wide world alone,

You'll find it's not the best plan;

But off with your coat and roll up your sleeves,

And be with the best in the land;

Now, mark what I say, in the end it *will* pay,

To let the world know you're a man.

Brother Editor, I have seen but one article in THE CONDUCTOR from Division No. 171 and if this does not find the waste basket perhaps you will hear from me again.

Yours in P. F.,

D. O. GIBBS, Sec. 171.

[If Brother Gibbs will only write on one side of his paper and thus save us the trouble of copying his communications before they can be sent to the printer we shall be glad to hear from him again, and there will be no danger of the waste basket. This may account for the non-appearance of the two previous communications referred to. We cannot use manuscript written on both sides and we do not often find time to copy communications. —Ed.]

Knobley Division No. 183.

PARKERSBURG, W. V., April 9, 1891.

Editor Railway Conductor:

I live 190 miles from my division, Knobley Division 183, at Keyser, W. Va. As we do not see much from this section and as THE CONDUCTOR did not use my last letter to *light its cigar* with I will again try its good nature.

The O. R. C. is flourishing like a green bay tree in this neck of the woods.

No. 183 held a large and interesting regular session the third Sunday in March at which meeting nine thoroughly experienced conductors were taken in out of the cold. Twelve more applicants for next meeting.

Division No. 190 at Grafton is also taking in good material at almost every meeting. There has not been more than 50 per cent. of railway conductors belonging to the Order until recently in this section. They are awaking to the fact that in union there is strength. Right you are, boys, come right along; always room for one more.

Brothers Z. C. Martin and M. Patton, of Div. 190, have been promoted to yard masters at Grafton. Brothers John and Thomas Flannagan, of 190, have been yard masters at same point for a long time.

Brother Lee Newton of 183 and Henry Walker of 190 were promoted as extra yard masters at same place.

We have one hundred crews, freight and passenger, running in and out of Grafton on the three divisions centering here.

Judging from the letter of L. M. C. in THE CONDUCTOR of April 1st, I should say he is fortunate who *air-tights* those delightful lunches, let her be mother, aunt, wife, sister or cousin. L. M. C. I presume can write of interest on any subject. Come often; use plenty of ink and paper. I know the patience and good nature of THE CONDUCTOR.

Well, Sister, we cannot all wear the blue and gold, but there is a brighter badge we all may wear if we live to the rules and regulations laid down by the General Manager on high; when our promotions come we can all wear the crown.

I like the letter written by Conductor in April 1st under the head of "A Mistake." His letter is sound and are indeed facts as any good train service man can see with his two good eyes shut.

Business here on the B. & O. is very dull at present, more so than for several years.

Wishing the Order prosperity I shall close (but never adjourn) for fear of the cigar lighters.

Yours in P. F.,

GEO. H. BAILEY.

Richmond Division No. 152.

RICHMOND, April 7, 1891.

Editor Railway Conductor:

Richmond Division No. 152 had their regular meeting yesterday. We had quite a good attendance. Our Chief, Brother Blanton, at his post and doing his work as he ever does, decently and in order.

We had two candidates for the third degree, one for first and second and two applicants for membership, so your readers can see we are hustling.

Our good Brother and Inside Sentinel, E. W. Mosby, has met with a right severe and painful accident since my last letter to your interesting journal. He is improving now and we all hope to have the dear fellow with us soon. He is a bang-up fellow in every sense of the word and his escape from instant death was miraculous, for which he ought to ever thank and repay his kind heavenly Father. He was running a third-class west bound train and had gotten on his engine to ride with his

engineer to the station where he expected to meet his opposing east bound train that had right of track over him. From some cause the east bound train was thirty or more minutes ahead of their schedule time causing a fearful collision, killing both firemen and wounding Conductor Mosby and both engineers. This accident occurred on the James river division of our road. I hope our men may take warning by such occurrences as this and remember that the lives of their fellow men and the property of their employers are in their hands and that they should give their best attention to the important charge and guard it zealously.

Our Grievance Committee have been in session for over two weeks. We were met in a very courteous and gentlemanly manner by our officials, and whilst we did not get all of our matters settled as we wished, we feel much encouraged and hope to have them settled in the sweet bye and bye.

We are deeply interested in general federation, an article on which I am now preparing and will send it to you when finished.

Our Secretary, Brother C. D. Goodwin, is quite sick and has been for the last week.

I must close this lengthy article by bidding you an affectionate adieu.

RICHMOND ON THE JAMES.

A Mild Criticism.

SEDALIA, Mo., March 23, 1891.

Editor Railway Conductor:

I notice in THE CONDUCTOR of March 15 a communication from Division 212 taking some exceptions to the annual report of our C. C., wherein was mentioned the fact that through the efforts of Division 60 the disability claim of Brother J. M. Johnson (then a member of Division 212) was allowed by our Board of Directors, June 10, 1890. The Brother claims that Brother Johnson was not a member of 212 at that time, nevertheless our books show that he was not admitted to membership in Division 60 until July 15, 1890, five weeks after the claim was allowed. He also claims there was no effort made to interest them in this claim. If this be true, then Brather Johnson's statement that he could not get Division 212 to take action in his case (hence his desire to transfer to 60), was not true. The Brother also claims that he thinks our C. C. took a little too much credit to himself in this matter, regardless of the fact that in his report there was not a word claiming credit to himself for anything that had been accomplished, but instead giving the credit to Division 60, especially Brother Mead, when in fact he should have had the credit, to which Brother Johnson will testify.

In view of the above facts it is but justice to say in defense of our C. C. that the only offense he has given was to mildly question the fraternal interests manifested by Division 212 in this case.

With malice towards none and charity for all believe me Yours in P. F.

MEMBER DIVISION NO. 60.

Pike's Peak Division No. 244.

COLORADO SPRINGS, Colo., April 11, 1891.

Editor Railway Conductor:

It having been decided at the last regular meeting of Pike's Peak Division No. 244 that I should assume the responsible position of regular magazine correspondent, I take pleasure in offering a brief contribution and hope that my maiden effort will not call down upon it the wrath of ye editor, causing him to consign it to everlasting oblivion, but that it may prove of some little interest to some member of the Order and at the same time fill the "long felt want" which seems to have existed hereabouts for lo! these many months. To begin, I might say that although Pike's Peak Division 244 is not the strongest one in the Order, numerically yet it has a membership of nearly fifty, which is constantly on the increase; in quality there perhaps cannot be found a more capable lot of men than those who constitute our membership, their employment being divided up between the Colorado Midland and the Chicago, Rock Island & Pacific railways, and notwithstanding the fact that a majority of the runs are so timed that it is impossible for each and every one of us to attend the meetings regularly, yet our attendance, as a usual thing, is quite good. The greatest fault we have to find is in the matter of punctuality. There could and should be a great improvement in this respect. For the benefit of any who may be uncertain as to the hour of meeting we will say that 2 o'clock p. m., on the first and third Sunday of every month, will find the hall open. And, on the days which the railroad company and Providence allow him to be, they will also find the Chief Conductor there to welcome one and all. As there will be many subjects of importance brought before the Division between now and the Grand Division meeting next month, every member should make an unusual effort to be present at every meeting.

Brother Sid. Maderia has just returned from an eastern trip made in the interests of a company formed in this city for the improvement of lands, construction of railways, highways and waterways in Honduras. The company is composed principally of railroad men, and Mr. Maderia is secretary and treasurer. He contem-

plates a visit to Honduras next month, in which case the Grand Division will lose a valuable member, as Sid. was the regular delegate from 244. In case of his inability to attend his place will be well taken, however, by the alternate, Brother E. C. Gilmore, whom the brothers in attendance will find to be a level-headed, conscientious gentleman upon nearly every subject of importance.

The many friends of Superintendent S. B. Hovey, of the Rock Island, both in and out of the Order, will regret to learn of his illness. Pneumonia wrestled with him awhile and S. B. seemed to have won, but at the present writing he is at his home in Topeka laid up with rheumatism. Mr. Hovey was formerly a member of Trenton Division No. 42.

Brother Tom Carence, our senior conductor, regrets his inability to meet with 244 regularly, but having been assigned to the Denver-Limow run on the K. P. joint track, for the Rock Island, he finds it impossible.

Our musical member. Bro. Jas. Wyatt, holds down the night run opposite Brother Carence, hence we are shy two good members who formerly made it a point to meet with us whenever it was possible for them to do so.

Brother Al. King, one of the charter members of the new division organized by Brother Garretson, at Goodland, Kan., last Sunday, and a former member of No. 1, was elected mayor of Goodland, Monday of this week.

A largely signed petition, by every class of railway employés, has been presented to Governor Routt asking the appointment of Brother Howard M. Stanley to the position of railroad commissioner for the state of Colorado. The petition has been endorsed by nearly every division of the Order in the State, and as Brother Stanley is a man of unquestioned ability, actively engaged in railway service—at present employed at Colorado Springs as yardmaster for the Santa Fé people—it is hoped that the honorable Governor will see fit to grant the prayer of his petitioners. There is no question but what Brother Stanley will fill the bill if selected. He is a member of 36, and their delegate to the Grand Division.

The members of 244, both on the Midland and the Rock Island, have had their fill of snow bucking this winter—the rotaries on both roads having been kept busy keeping the roads open. The genial warmth of the sun for the past week, however, has helped out considerable and from the present outlook it would seem that the mild Italian climate, of which you read about as being located in this immediate vicinity, was about

to resume business at the old stand, and every one is happy in consequence.

I expect you wish I would quit and I am going to have some consideration for your feelings and those of your readers and do so. Maybe I will write again some time—until then adieu.

Yoursin P. F.

J. W. M.

R. B. Hawkins Division No. 114.

PITTSBURG, March 25, 1891.

Editor Railway Conductor:

Please give this article space to mention the progress of R. B. Hawkins Division No. 114 and its flourishing condition. The membership is now 230 in good standing, several having partly rode the goat and a goodly number of applicants.

The goat is under somewhat of a strain at present, having deposited at least fifteen good members since January 1, 1891, and with the exception of a bare spot on the back caused by being rubbed by the saddle, it is in good condition and ever ready to proceed with the good work.

Brother Clark, G. C. C., was in town a few days during the presenting of grievances to managers of the Pennsylvania company's lines west of Pittsburg, and a number of Brothers met him for the first time, and were quite taken with him and his business like manner. The brothers regretted not having had a meeting of the Division while he was here to attend, but for various causes arrangements could not be made for a special meeting.

The membership of 114 has been somewhat lessened by the installation of McKee's Rocks Division No. 201, a number of Brothers from the P. & L. E. railway having withdrawn to take membership in No. 201, which is more convenient for them.

A Division of the Order was regularly organized at Dennison, Ohio, with eighteen charter members, March 23, 1891, by Brother C. C. John Walters, of Division No. 114, acting as deputy G. C. C. The following Brothers of No. 114 were present at the institution: C. A. Snyder, C. M. Brown, J. A. Magee, B. W. King, P. H. Conway, L. Loyd, Ed. Murphy, T. B. Flood, and John McConnell, and Brothers W. M. Reece and C. D. Minor of Division No. 100.

I have heard rumor of a Division being established at Connellsville, Pa., on the line of the B. & O. and S. W. P. branch of the P. railway, which, if done, will bring some members in from the S. W. P. branch who are anxious to get the work but cannot do so as Division No. 174 is the nearest and no Sunday trains to that point.

As to federation, it is growing in favor more every day, and I believe were a vote to be taken it would be unanimous for federation in these parts.

Yours in P. F.

TENDERFOOT.

Delta Division No. 86.

ESCANABA, Mich., May 10, 1891.

Editor Railway Conductor:

I notice in the last issue of THE CONDUCTOR a list of the delegates to the Grand Division at St. Louis, but our delegate's name is not there. It is Brother John Crane, who was elected by us to attend the twenty-third Grand Division, and his name was sent in on the annual report, but must have been missed somehow. Will you please publish it in the next issue, as we want our Brothers to know that we have a delegate, and who he is, and that No. 86 will be well represented. You do not hear very much from No. 86 through the columns of THE CONDUCTOR, but it is not because we are not "up and doing," but because we have so much to do on the road that we have very little time to spend with our friends through the medium of THE CONDUCTOR.

We have now fifty-nine members and good prospects of adding half a dozen more to our number inside of a month.

Brother B. R. Johnston, of the "Soo Line," is doing a good work among the boys on that line and is getting quite a number interested in the Order.

Brother Jay Gibbs, our delegate to Rochester last year, has been laid up with a broken limb since the first of February, but is now able to get out of doors and will soon be able to go back on his run.

Before closing I would like to say one word about an article which appeared in THE CONDUCTOR of March 15 by a B. of R. C. man in Los Angeles, entitled "A Cloud in the West." This article expresses my views exactly and I feel as though I would like to meet the author of that piece and shake his hand. There is nothing more true than the remark, "Conductors, our interests are the same." Why not join hands and work together? An old saying is that a house that is divided against itself cannot stand. We are all Brothers, all members of one large family; let us then have a kindly, brotherly feeling for each other.

As I have already taken up too much time and more room perhaps than you will have to spare I say *au revoir*.

Yours in P. F.,

P. W. M

Is It a "Mistake."

ROSEBURG, Ore., April 8, 1891.

Editor Railway Conductor:

Being in the station service I cannot claim or justly ask the right to use the columns of your excellent publication to air my personal views, but if I can be permitted on sufferance to say a few words, I will if possible, avoid making myself offensive to your patrons.

I have read with some care the article contributed by "Conductor" under the caption of "Mistake" in your April issue.

Does "Conductor" not make some mistakes as well as others he mentions? He says: "The mistake is this, first, in not making all officers under general manager out of the ranks of train service men."

I desire to take issue with "Conductor" on this statement which is entirely too broad and far reaching. I heartily agree with "Conductor" in his later expression, "that good conductors make good trainmasters and superintendents." This fact is patent and notorious as far as trainmasters are concerned. That official, I should say, ought by all means to come from the ranks of conductors and should be a thorough and practical trainman in every sense of the word, but he must also know something of general matters such as the freight, passenger and baggage departments and should have an idea of the law pertaining to certain railroad questions closely allied to his department and it is almost a necessity that he shall be possessed of a good practical education. By education I do not mean an extended course in some school, university or college, for this as often means wooden headed ignorance as it does knowledge. A certificate, diploma or other evidence of a student having passed so much time in an institution of learning may signify that such person has a good education and it may not. It all depends as to how the time was spent in the educational department. It is not what we eat that makes us fat but what we digest. It is not what we read or acquire in the way of knowledge that makes us learned but what we put away in the storehouse of memory, tabulated in such manner that we can readily employ it to our own purposes when needed. Now, therefore, I have no hesitation in saying that a train man, as for that matter anyone employed in any other department of railway service can, during the first five or ten years of his work in his chosen occupation, store his mind with knowledge on all these subjects in addition to becoming expert in his particular line, and he can do this better while pursuing his regular avocation than he can in any college, *because* when studying in this manner he will appropriate

to his uses such branches, specialties and instances as particularly bear on his department and have direct relations to the positions more advanced than his own but ascending on the same inclined plane, *while* if he attempts to gain this theoretical knowledge from an educational institution he will acquire much that must be forgotten and fail to learn many things afterwards to be learned.

The educational growth and advancement of those in railway service must be co-equal on both sides of the question, that is practical and theoretical and it is too often the case that only the practical portion is considered sufficiently important for the consideration of the railroader, hence by not placing himself in a position to receive preferment to the more advanced posts of responsibility and trust he compels the management to seek elsewhere for those in whom it can place confidence.

Where then shall the executives look for timber out of which to carve suitable officials for these various positions? To their own offices, of course. But the rank and file say that those in the general office, while usually possessed of excellent theoretical education are lacking in the practical department. Granted, but then if the management cannot find men accomplished in both branches of knowledge it will from the very nature of things give preference to the theoretical. This is the tendency of all railroad companies and has always been. It is natural and legitimate. It is common sense. Mind that I do not say that all in the rank and file of railway servants are not highly educated for I know to the contrary. I am acquainted with old experienced conductors who are capable of filling a cabinet secretaryship but this is not the rule. What is needed is a more happy combination of the two elements of knowledge, and railway employés will generally receive preferment in course of time if they force themselves to the front by reason of superior knowledge on all sides of the railway question. Knowledge is power. The pen is mightier than the sword. The field is white for the harvest. Let us all bend our energies to making ourselves capable of filling the position of general manager of our road, then when there is a vacancy in some office just a notch above us we will stand an excellent chance of getting it, but failing to do so let us redouble our efforts and in the meantime fulfill our present duties with all the greater care and watchfulness.

Fellow laborers, I think the responsibility of our present condition rests with *us* more than any one else. General managers are careful calculating men. They have the reputation of knowing what is best for their own interests. Let us press

forward then and show them it is to the interest of their stockholders to give us these positions and they will gladly do so and we will be rewarded for our extra labor by advancement.

But when "Conductor" says "*all* officers under the general manager should be taken from the train service," he covers too much territory.

There are other departments as well as train service. Station men are animated by the same hopes, ambitions and energies as trainmen. Their desires and necessities for advancement are as great and their claims are fully as cogent.

The various grades of assistants up to the general officers of the traffic departments are the goal for which station men should strive and which is properly their inheritance provided they acquire title by reason of eminent fitness for the positions. Trainmen cannot lay claim to these places by reason of their occupation in advance of station men.

There are many officers in traffic departments, doubtless who arose from the train service department but I do not think that train work can be considered to cultivate an especial fitness for that branch of work. Like produces like. Trainmen should rise to the position of trainmaster etc. and station men should go up through the traffic departments but to do either we must unite the watchword "Diligence" to the warcry of "Eternal vigilance is the price of safety."

Yours truly,

"STANDARD GAUGE."

Perry Division No. 84.

PERRY, Iowa, April 13, 1891.

Editor Railway Conductor:

Not seeing anything from Division 84 since the beginning of the new year, a few items may be of interest.

During the past year Division meetings were very poorly attended and members seemed to lose all interest in the affairs of the Order, and it was next to impossible to get a quorum. After election of officers in December, Division 84 enacted a little piece of legislation, in the shape of a fine of \$2.50, to be imposed upon those who do not attend Division meetings, (unless excused on account of sickness or need of rest) which, so far, has had the desired effect.

Meetings have a better attendance and membership is increasing, as six petitions were acted upon at last regular meeting. We are now in A No. 1 shape and will be able before the close of the year to report a largely increased membership. We have yet plenty of good material to work from.

Yours Truly in P. F.

WHITEFISH.



Return Love.

They had a quarrel and she sent
His letters back next day,
His ring and all his presents went
To him without delay.

"Pray send my kisses back to me,"
He wrote, "Could you forget them?"
She answered speedily that he
Must come himself and get them.

—*Outing.*

On a Western Road in '68.

AT HOME, March 26, 1891.

Editor Railway Conductor.

I have been for some years a reader of your magazine, and taken great pleasure therein, for the best part of my life has been spent as a railroad conductor's wife. My husband having commenced railroading on Kansas roads in '68 you will see he was in service through the rough times, when I spent many hours belonging to sleep, wondering if the morn would bring him safely home or if some tramp would have laid the loved head low, and have made his little children orphans.

Oh! the hours spent watching and listening, until I held my breath, for his feet to cross a piece of elevated walk not far from our house in K. C.

There was one morning when it was well for me he was not late. A young girl who was at my house much, ran in greatly excited exclaiming, O. Mrs.—do you know Mr.—was killed in a fire in A.—last night? No, said I, but I do know he is in bed up stairs now.

Oh, the railroad man has many narrow escapes, but for real hair whitening experiences let his wife tell them. To be able to see danger, knowing the worst, and allowed to work like one possessed of the strength of four is a *blessing* compared to the fate of one *feeling* the danger—sure there's "something wrong," how bad not knowing, she fears the very worst and yet must sit idle in her comfortable home of his providing, fearing and imagining until those comforts seem to her to

be purchased with blood. She scolds herself reasoning that "he has never been hurt." But, oh, oh, and it takes her breath, don't you remember, how only last week one was brought home just across the alley there, both feet crushed away. Brave man, how he smiled at his wife trying to reassure her. And to her neighbors, other railroad men's wives who came in to drop silent tears of sympathy over what they knew might be their fate any day in the year.

Yes, brave man, he smiled and endured for about sixteen hours then drew his time and his reward, leaving that most pitiful of all things, a true widow.

Now, we sit in our homes and our spirits follow the absent ones so faithfully that the least approach of danger to them thrills a premonition of dread and fear through the nerves of that poor body keeping lonely vigil in the pleasant home many miles away.

Who can describe that intangible "something" that warns the sensitive companion, of evil that touches or threatens the distant one? Conductors, who call my husband brother, may I not tell you how sincere and solicitous is my interest in you.

While reading the CONDUCTOR of March 15, I saw a communication which led me to my pen, intent on answering it. But I thought I must tell you who I am, and my heart has spoken instead of reason and argument, until I fear I have taken more time and space than I have a right to expect will be given a tyro and a woman. I will therefore make my remarks as short as possible.

It is the paper from Newton Division, No. 11, I refer to. Now L. says: "The alliance legislators came to Topeka to do all against the laboring man possible and to crush out capital." Pray, who were they working for? This man's talk only strengthens the opinion I have held secretly in my humble mind for some time and have been catching at every bit of information I thought might throw light on the situation as regards the deplorable state of affairs in this country, viz: that the greatest part of the people have taken sides with or been raised in one "party" or the

other, and have imbibed their teachings both good and spurious without question, even as a babe its mother's milk, until they are incapable of judging. The railroad man looks only on the side which interests him or he has been taught to believe interests him, and I see the grand railroad monopoly sitting back in luxury chuckling over just such misguided tirades as this of L. saying: "He's well trained he'll do our work, we must keep track of him, that's the timber we sometimes need." When? When they want a detective for instance. I tell you its little they care for your good or comfort, if they could keep you on duty twenty hours of the twenty-four and get good service they wouldn't care how quick you broke down and they would discharge you for a mistake while worn out with overwork, knowing there were plenty more waiting for a chance to sacrifice their lives in the laudable scramble of making money for them to enjoy. What does Rev. T. DeWitt Talmage say? Now you will agree with me that he knows what he is talking about. This, "the overshadowing curse of America is monopoly. He puts his hand on every bushel of wheat, every sack of salt, every sack of flour, every ton of coal, and not a man, women or child in America but feels the touch of his moneyed despotisms. His scepter is made out of the iron track of railroading, and the wire of telegraphy. He proposes to have every thing his own way for his own advantage and the people's robbery. He stands in the railway depot and puts in his pocket each year \$2,000,000,000 beyond the reasonable charges for his services, he controls nominations and elections, state and national."

Now this is only one quotation of thousands that fill our papers and from the ablest minds in the country.

I agree with L, that "the sooner we close the gap between capital and labor the better." But let it not be done by labor lying down and inviting capital to sit upon it. Labor should stand equal with capital, and you will find more true dignity among the laborers, those who labor with mind and hand than among the millionaires. Why? Because ease, luxury and self indulgence is retrograding to the strongest character. I believe that railroad men as well as others need to study their "connections" more. The time has come when every one must know for himself or he'll be made a dupe and a tool.

AN O. R. C. MAN'S WIFE.

Editor Railway Conductor:

Being a wife of the "blue and the gold" I was pleased to read an article in the April number entitled "Be True." I hope every brotherhood

wife and mother will read it. I have seen the railway men making steady progress towards true manhood. And yet, I would have them reach a higher plane. Do we, dear wives, appreciate the power of influence we have for good or evil over our husbands? How do you account for it that there are so few railway men attend church? Do we not as good wives think it our duty to stay at home to cook them good "Sunday dinners?" Cannot we reach above the stomach? Have not railway men just as tender hearts, just as great love for the noble, the true and the beautiful as other men? Certainly. But oh it's the home influence that tells. We must set the example. We must lead such pure and noble lives that they will feel its influence, and when we lead they will follow.

A FRIEND TO THE ORDER.

FRANKFORT, Ind., April 24, 1891.

Editor Railway Conductor:

The Ladies' Auxiliary, of Frankfort, Ind., is a reality. Grand President Mrs. Charles Ragon and her worthy assistant, Mrs. G. M. Sauer, visited our little city the 22d inst. and organized Easter Lilly Division No. 10, with Mrs. Wm. Businger, President; Mrs. John Worley, Vice President; Mrs. J. J. Hille, Secretary and Treasurer, Mrs. R. A. Shoemaker, Senior Sister; Mrs. Z. Gilpin, Junior Sister; Mrs. J. W. Miller, Guard, and Mrs. George Partridge, Delegate. They met at O. R. C. hall at 2 p. m. and from then till six were busy riding the goat (I suppose.) At 7:30 p. m. they again met to install officers, and with their usual generosity the ceremony was made public. The conductors and other friends of the Order were present. The manner in which the Grand President made her several addresses was very impressive. Some of our officers that always have the ritual in hand might profit by it.

Addresses by the ladies were next in order, after which a few of the conductors overcame their usual modesty and occupied the floor for a few moments without saying anything new or startling. Then followed something long to be remembered, especially by the one directly interested, the ladies initiating their liege lords and friends in what they were pleased to call the mysteries of their Order. I, of course, cannot go into particulars, but will say for the benefit of any Brothers who may read this, beware! beware!

Clover Leaf No. 254 meets the second and fourth Sundays at 2 p. m. First Mondays and third Tuesdays at 7:30 p. m., at O. R. C. hall, west side of court house square.

Yours in P. F.

R. A. S.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. H. BELKNAP, EDITOR.

WM. P. DANIELS, MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

THE TWENTY-THIRD GRAND DIVISION.

In a little less than two weeks the twenty-third Grand Division of the Order will meet in St. Louis, revisiting after the lapse of a few months over a decade, the place where the infant organization first began to get its head above water, for although it had been in existence then twelve years, it had been but a feeble effort at organization and when two years previous it had held its annual meeting in Chicago, many of its members went home fully convinced that another Grand Division would never assemble. The organization had been unfortunate from the first in many ways. Its earlier executive officers were honest and well-meaning, but they did not seem to possess the force of character and energy necessary to push forward to success the idea of organization among conductors, and when in 1873, G. Z. Cruzen became the executive, it was hoped by all that a man had been found who was gifted with just the qualities necessary in the official head of such an organization and who would make it a success. The new Grand Chief Conductor was an educated, intelligent man, a fluent speaker and considerably above the average in the ability to make a good impression. In 1873 there appears to have been twenty-four divisions, of which twenty-one were represented in Grand Division. There seems to have been no report from the Grand Secretary and no record of the number of members. The next year, the first under Grand Chief Cruzen, finds us with thirty divisions, twenty-six of which send delegates to Baltimore, but again we find no record of a report from the Grand Secretary and no record of the members. The next year brings us to Atlanta and the Grand Division of 1875 with thirty-seven divisions, twenty-eight of which were represented and here the hopes of success under Cruzen were rudely blasted by his expulsion from the organization for fraud and misbehavior in office while the trouble was added to by difficulties with the Grand Secretary, who refused to come to the meetings of the Grand Division and who was finally brought almost by force into the hall and whose report is

a model of brevity if nothing else, the financial portion of it being:

Amount received.....	\$1,390.20
Amount paid out.....	892.20
Total.....	\$498.00
I have on hand.....	\$280.00
I am short.....	218.00

The Grand Division settled the "shortage" by a resolution to pay the Grand Secretary \$218 for his services.

We find here also a report of members, the total being 774, a gain during the year of 23. Bro. W. L. Collins was here elected Grand Chief Conductor and Bro. J. W. C. Long, Grand Secretary, and during the year following, these officers demonstrated that they had energy and ability, for we find a gain of 334 in membership with 52 divisions; all but five of which were represented at Omaha. At Omaha, however, there appeared on the scene another "smooth" gentleman and one who, if his honesty had equalled his ability, prepossessing appearance and gentlemanly address, would have been a power for good in the Order and who might have been the executive officer in a short time and for a long period, but whose innate "crookedness" was dormant for a short time only, although he did succeed unusually well in concealing it. This was James Boyle, who deserted an honest woman who was his lawful wife and left her in poverty while he went west to "astonish the natives" under the aristocratically divided and "high-toned" patronymic of J. Ward Boyles, since variously known as James Douglas, J. Ward Douglas and several other aliases. He held on until 1878, although keeping things in a continual ferment and causing much vexation and trouble all of which had the usual effect upon the organization, so that in '78 there were but sixty divisions and of the sixty twenty-six were not represented and as a matter of fact most of the twenty-six were dead beyond resurrection and there were but 849 members reported, a net loss of 259 from 1876, and the opinion was so prevalent among members that this '78 session was the last that

would be held, that several openly expressed it. Bros. Collins and Long both declined a re-election, the latter expressing himself to the writer as confident that the end of the Order was near while we have always thought that this opinion had not a little to do with the decision arrived at by Bro. Collins, though to our knowledge it was never expressed by him, and he has always been energetic in laboring for the advancement of the Order. At the close of this session the Order was without credit, without the confidence of its own members, in debt nearly \$4000 and with a probable income of only about \$1200 to \$1800. The selection of a Grand Chief Conductor was a fortunate one under the circumstances, for while John B. Morford has his faults as well as other men, he certainly brought to the service of the Order during the time he filled that office, indefatigable energy and industry, and more than that he brought to its aid not only his personal credit in a financial way, but the reputation and influence of his official position in railway circles. At the close of the Grand Division there were not to exceed thirty divisions in good working order and it is doubtful if there were to exceed 500 active members, though the rolls showed nearly 900. Two years later at St. Louis the Grand Division opened with forty divisions in good working condition and thirty represented, although but twenty-one delegates were present at the opening; it also found us with a little over a thousand members, not very much of an increase, but this thousand were all earnest members, with our debts nearly all paid, the financial condition being an indebtedness of something over \$800, cash on hand \$29 and credits to the amount of about \$500, and when the announcement was made that the organization was practically out of debt and that the close of the next year would show a surplus on hand, the enthusiasm exhibited has never been equalled in a Grand Division since, and the foundation of the present grand association was practically completed, and the building of the organization itself commenced at that meeting and it is now particularly appropriate that we should again assemble in St. Louis to make complete and perfect the necessary changes commenced one year ago.

That the action of this session will be wise, conservative and dignified is certain and that amid a possible diversity of opinions, a course will be marked out that will redound to the benefit of all, is assured before hand. Those who prophesy and *hope* for "open rupture" will be disappointed as also will those who hope for "little if any decided action in any direction." It would, of course, be a matter of extreme rejoicing to some professional philanthropists who wear out their lives in the service of their fellow men if there should be

such a difference between delegates as to prevent any action or to cause "open rupture." The field of carnage is the banquet room of the vulture and harpy of both the feathered and human race, and both are alike ever alert in their search for carnage, and there can be no manner of doubt as to the wish which is father to the thought that "open rupture" may come to the governing body of the Order and only to note the wish is it worth while to mind the prophecy of such birds of evil omen, whose deepest grief is that the Order and its members have not sense enough to die when they tell it to, and whose eloquent eulogies are wasted over a corpse that persists in pursuing the even tenor of its way, notwithstanding it has been pronounced dead many times and that the decision has been endorsed by a no less personage than a Connecticut pill doctor. The enemies of the Order are doomed to certain disappointment and its friends will have no cause to complain of the course of the St. Louis Grand Division and those friends may be counted by the thousands outside of the ranks of conductors and its own members, and while it is hardly possible that the opinions of individuals as to what is for the best will be exactly suited, yet the Order now numbers among its members loyal men who will in all cases yield a cheerful obedience to the lawful majority and who will join as earnestly in making the will of that majority successful in its application as if their individual ideas were carried out.

It is sincerely to be hoped that the rule or ruin idea that was exhibited by a few at Rochester will not appear at St. Louis, but if it does, it will be, as at Rochester, too slight to demand any particular attention unless unduly magnified by those interested. The Order and the Grand Division are both too large, the delegates and members too level headed to permit the personal interests of any individual or individuals to hinder its progress or interfere with its straightforward course.

A SUBSTITUTE FOR SPOTTERS.

The Order of Railway Conductors, which has lately been in session in St. Louis, has outspoken opinions on the question of spotters in connection with passenger traffic. The subject is at best a delicate one, and while, perhaps, as coming from the order of conductors any suggestions toward the abolishment of this class of men will be of no effect, it is nevertheless a fact that the use of spotters should be discontinued. A spotter thinks he is employed to make a case against a man, and is very apt to conceive that if he does not bring in a report adversely to the conductors who come under his notice that he will be considered derelict in his duty, but the fact is that as between the class of men who ought to be employed as conductors upon railway trains, and the class of men who have been set as spotters upon the same train, there is everything in favor

of the first named. Such men are not naturally dishonest, and if paid sufficiently to allow them to support themselves and families with a reasonable degree of comfort, they will respect both themselves and their employers.

Than the Erie, probably no road was more at the mercy of its conductors prior to the Gould-Fisk management. Mr. Fisk, who with all his faults, was an excellent judge of human nature in some of its aspects, shortly after taking control sent word along the line that he desired to see the conductors in his office as fast as their runs brought them into New York, and that those on the western end should change off so as to visit him in their turn. No intimation was given to the men as to why they were "hauled up on the carpet," and as they were placed by Mr. Fisk on their honor as to the character of the interview, each new arrival was as ignorant as his predecessor as to what was wanted. The interviews were all of a kind, and may be stated as follows: Said Mr. Fisk upon the arrival of a conductor before him: Mr. Blank, how much does it cost you to live? Before you answer that question I want to say that we expect our conductors to dress like gentlemen, conduct themselves like gentlemen, and to be gentlemen. We are aware that on account of your periodic absence from home some extra expense is incurred, which should be taken into account in your answer. I do not know what your salary is, nor do I care. What I want to know is how much do you consider it necessary for you to have in order to live in accordance with the conditions that I have named. Take time for reflection and let me know." The answers to this question by the conductors varied all the way from \$150 to \$350 per month, and on hearing the answer Mr. Fisk, with one exception, added something to the amount named by the conductor as the sum needed to live on, saying as he did so: "Your salary from to-day will be so much. We want to know how much this railroad earns," and as one of the conductors expressed it, "by—he found out."

There are few if any men competent to occupy the position of railway conductors who will, when placed on their honor, so abuse their trust as to rob their employers, providing a sufficient amount for respectable support is guaranteed to them. In fact, it may be stated that it is doubtful if a railway company can afford to hire as a conductor any man who is willing to work for \$75 or \$80 per month in that capacity. Low priced labor in such positions is the dearest kind of labor and while at this time, especially, the utmost economy is necessary in railway operations, such economy is found rather in the advancement of wages of this class of employes than in a reduction. Let the spotters go. Employ none but first-class men, pay them sufficient to warrant faithful service, and it will be found that the results will fully justify the action.—*Railway Review*.

With some exceptions the article above is true. In the first place the Order of Railway Conductors has not "lately been in session in St. Louis," but its Grand Division, composed of representatives from each subordinate body, expects to be in session there next month. Its members have definite opinions of the "spotter" business as it

is usually conducted and both members and representatives are outspoken as to that opinion and do not hesitate to express it anywhere. The Order as an organization has not taken any definite steps in regard to the "spotter" question as yet, but it is not unlikely that it will do so at St. Louis next month. The opinion expressed by the *Review* is a very conservative one but it certainly should have weight as coming from a publication that is not published in the interest nor biased in favor of conductors and when it says that "as between the class of men who ought to be employed as conductors upon railway trains, and the class of men who have been set as 'spotters' upon the same train, there is everything in favor of the first named," it but feebly states a fact that is recognized by all fair persons who know anything at all of either. It may also say with truth that the railway companies pay the "spotter," disreputable as he and the class he represents are, about twice the amount they pay the conductor, and in addition they pay the "expenses" of the "spotter," even to such items as shaving, laundry, and whiskey and cigars claimed to have been purchased to make friends with and get the confidence of the conductor who is being "spotted," while the conductor's expenses of from one to two dollars per day when away from home, must be borne by himself.

The *Review*, however, is considerably "off" in its account of Jim Fisk's interview with conductors. It is true that Jim sent for every conductor on the Erie road: one at a time, but the interview was entirely different from that reported by the *Review*. Jim began something like this: "Now, Mr. Blank, we know that you are stealing the company's money; we know that you can't live as you have been doing and keep within your salary. You know just about what you have taken and I will leave it for you to say what you ought to return, but if you will return to me the amount you have taken, in consideration of your past services and of your family, and not wishing to ruin your reputation and injure you and your family, you can go back and take your train and nothing will be said in regard to it." Most of the conductors were helpless, had taken nothing to be returned and could only take their dismissal, though a very few retired reasonably well situated financially, while still a few others turned over to Mr. Fisk various amounts of money; there is however, an opinion among conductors generally, that the Erie company never profited by the return of this money. In one case, Mr. Fisk met his match; this conductor, when accused of dishonesty, took off his coat and quietly said, "Mr. Fisk, no man can make

such an accusation against me and it must be retracted and fully or your own mother won't know you in a few moments from now." James retracted and apologized. Then the conductor said, I am going back to my train and if you interfere with me or I am dismissed without cause, I'll be down to see you again." He went back took his train and ran it until in '84 when the "spotters" "fixed" him and he was dismissed, a poor man and is now earning his daily bread as a freight brakeman though nearly sixty years of age. This is but one of hundreds of cases. Is it any wonder that members of the Order of Railway Conductors have "outspoken opinions" on these matters? Another called in by Fisk, said, "Mr. Fisk, about how much do *you* think I ought to give you?" "Oh," said Fisk, "you know better than I do what would be right and I will leave it entirely with you." "And if I give you this money I understand that you won't discharge me, won't ruin my character nor make public in any way, this charge of dishonesty to injure myself and grieve my family and that I can go back and hold up my head without having to face such a disgrace?" "Yes Sir," that's right," said Fisk. "Well, that's very kind of you Mr. Fisk," said conductor, "it's really more than I expected and I don't know how to thank you for such unexpected generosity;" Fisk smiled and bowed in approbation of what conductor said, thinking he had struck a "pay vein" sure and conductor continued, carelessly edging around the desk to get on the side next the door "it would be a terrible thing for my family as well as for myself to be disgraced by such an accusation and in return for your kindness I wish to do what is right and just between us and rather than have this terrible calamity fall upon me, my life ruined, hopes blasted, character lost and my family subjected to the sneers of neighbors, I'll tell you what I'll do, Mr. Fisk, I'll give you,"—here he walked rapidly to the door, opened it, turned around, said quietly, "a dollar," hastily left the building and never went back to his train.

In conclusion we wish to emphasize the latter portion of The Review Article and the sooner railway officers and managers recognize the facts stated here, the better off they will be. The Order of Railway Conductors, at its next Grand Division will probably decide on one thing, and that is that companies must give its members the opportunity of defending themselves against spotters accusations and that when dismissed on such accusations, they must give the specific items instead of refusing to give any reason at all or the vague and indefinite one of "unsatisfactory reports." In other words if railroads employ

spotter's and dismiss conductors for dishonesty, they must say that it is for dishonesty and take the responsibility of making the charge. If they can sustain such charges against conductors the Order will not defend or support the guilty ones but will not submit to injustice and insinuated charges of dishonesty without an opportunity for defense.

A SIGNIFICANT FACT.

An Indianapolis paper states that on the divisions of the "Big Four" where no collectors are employed, the passenger earnings are showing a marked increase over last year while the trains on which collectors are employed are showing no increase at all and adds that in passenger circles it is looked upon as being rather insignificant. It is significant but the conclusion should not be immediately jumped to, that the collectors are all dishonest. For one thing it is significant of the opposition which the general traveling public feel for the collectors and the road which employs them and which is enough in a great many cases to induce them to travel by some other road in every case where it is possible to do so and it is also probably significant of the fact that those who make a business of trying to defraud the company by traveling without paying their fare, find it much easier to do so with the collectors than with the conductors. We do not believe that all collectors are dishonest any more than we believe that all conductors are dishonest but we find it difficult to believe that because a man is employed as a collector, he must necessarily be honest or any more honest than the conductor. There is probably no conductor who is not occasionally defrauded by dishonest passengers, no matter how many years of experience he has had, particularly on trains where there is a heavy local travel, but the collector with but little if any previous experience, overlooks dollars where the conductor does dimes and this alone is often enough to make a material difference in the earnings of a train. The "St. Paul" has used collectors about two years and during a recent ride from Savannah to Marion with one of the oldest collectors on the road, the writer was annoyed after nearly every stop, while a person who got on the train at Sabula and immediately "went to sleep," had not been disturbed by the collector when we left the train at Marion, and this not an isolated instance by any means.

"Porter" Frederick, whose appointment as train master we noted some time ago, has been promoted and is now assistant superintendent of the New Mexico division of the U. P. with headquarters at Trinidad.

"LOSING MILLIONS ANNUALLY."

An item is going the rounds of the press in which it is stated that the railroads of this country lose \$200,000,000 dollars annually by competition and it is suggested that as the public reaps the benefit there is no ground for abusing the railroads or for legislating for lower rates. If this "loss" to the railroads was the result of any competition by which the public generally was benefitted, it certainly would lessen the cause for complaint and for legislative remedy; but this statement as it is given is misleading and quite likely is intended to be and this very "loss by competition" is one of the causes of complaint, for the reason that it gives to favored localities and favored persons and corporations, undue and unfair advantages and the general public do not get a cent of benefit from this enormous sum of two hundred millions. This loss is the result, not of legitimate competition but of ruinous rate wars; it comes not from the general reduction of rates below a paying basis but from a slashing in particular cases for the purpose of injuring a rival and it is always recouped, if legislation does not prevent, by piling on the rates from non-competitive points and further in estimating this loss of two hundred millions, no account is taken of the amount gained by the increase of rates wherever increase is possible, nor is any reckoning made of the sum saved by cutting down the number of employes and their wages which is often resorted to, to even things up after a rate war. Competition of the character by which this sum is annually "lost" to the railroads is not such as is of any benefit to the general public; it is as a rule, simply unfair gains to the one and unfair losses to the other.

THE O. R. C. CONVENTION.

Considerable interest naturally centers in the coming convention of the Order of Railway Conductors at St. Louis in May. This will undoubtedly be an eventful meeting in the history of the Order. There are many predictions as to what the convention will do, but we are inclined to believe that most of them will miss the mark. It seems to be conceded by all that there will be a number of conflicting, if not hostile elements in the convention, and between these we think that if the convention escapes open rupture, there will be but little, if any decided action in any direction. It is now pretty certain that C. S. Wheaton, who was said to have been downed at Rochester last May, will have a considerable following in the convention, but just how strong it will be remains to be seen. Expressions that we hear from a number of points, unmistakably indicate that he has of late been gaining strength, and while the St. Louis convention may come too soon for the ex-chief to make his growing strength very greatly felt, yet those who fail to count him as a poten-

tial future factor in the Order, will be disappointed.

We are told with a great deal of confidence that Daniels will surely be fired. That may, or may not be. Daniels has a strong following, and he is the ablest and deepest schemer in the Order. His friends will stand by him to the last, and he will leave no stone unturned to hold on to the place that has nourished him for a dozen years or more. But it is decreed by the high powers of the O. R. C. that Daniels must go, for the good of the Order. It is easy to say that Daniels must go, but when Daniels does go he will leave behind him a smell of brimstone.—*Railway Service Gazette*.

Just who our good friend the "Majah" means by the "high powers of the O. R. C." will perhaps, not be entirely clear to members generally, but of one thing they can be assured, the "Majah" will be mortally offended with them if they do not obey his dictates. Thanks "Majah" for the concession as to ability. We sincerely wish we could return the compliment.

NOT R. S. WERTS.

Mr. Howard is mistaken in accusing Mr. Werts of sending the communication that was published in the March 15th number of the CONDUCTOR under the title of A Cloud in the West. The article did not come from Mr. Werts but was sent us by a member of the B. of R. C. from Los Angeles, together with a personal letter asking space for it and in accordance with the request of the writer, copies of the issue containing the communication were sent to some of his personal friends. It was not printed for the purpose of opening up any controversy in regard to the laws of the B. of R. C. but simply to comply with a request from a gentleman made in a gentlemanly way. That the B. of R. C. has admitted as members, persons who have never been conductors and persons who at the time of their admission were not in railway service at all, is a well known fact and in some instances it was done before their laws were amended at Toledo. It is a matter of supreme indifference to the Order as to what laws that organization has or whether it admits such persons as it did prior to last fall, in violation of its own laws or as since, in accordance with them. Any member of that organization who writes to this office in a gentlemanly manner may be certain of gentlemanly treatment and THE CONDUCTOR has other use for its columns, than to engage in any controversy over matters which interest it as little as this one does. As to the matter of consolidation suggested by this correspondent, we wish to say that the Order not only is not seeking a consolidation but further than that, it will not consent to any consolidation that shall reinvest with membership, those members of the B. of R. C. who have in times past been expelled from the Order for good cause; there are a num-

ber such and they can only get back into the Order as provided for by the laws of the Order, for instance, the grand officer of the B. of R. C. who was expelled by Cincinnati Division No. 107 in 1885 and who two years later, represented himself as a member of the Order and solicited the aid of members on that account in obtaining a situation, can never return except by applying to and being reinstated by Cincinnati Division No. 107. The Order and its members will not discriminate against any good man on account of his membership in any other organization whether it be the B. of R. C. or the B. of R. T. and it will not allow itself to be prejudiced against members of the B. of R. C. because of the intemperate assaults of officers or (mouth) organs of that organization, upon the Order, its members or officers, nor by the vituperation indulged in by some of its members; it will hold them individually responsible. The Order and its members, one and all sincerely hope for an era of good-will that shall see one organization of conductors and that shall include all competent conductors of good character and it and its members will go as far as is consistent with self-respect to bring about such an organization and such a consummation; if it finds a corresponding disposition on the part of members of the B. of R. C., who are "worthy and well-qualified" conductors, it will go just as far as its laws will permit to bring about a union but it will not submit to dictation from any organization and certainly not from one from which it has nothing to fear. It will welcome back to its ranks any and all former members who honorably left its ranks to join the B. of R. C. and who may now wish to return but it does not find it necessary to vary the even tenor of its way to influence them and while it will make it as easy for them to return as possible, it does not find it necessary for its executive officer to urge the Grand Division to "make the eligibility law as liberal as possible so we can get a big membership," nor is this to be construed in any way as urging the return of any, nor in the way of solicitation to a single member of the B. of R. C.; it is entirely foreign to our intent to do more than to assure them that there is no prejudice against them. This should not however be interpreted by any, as stating that enemies and slanderers of the Order will be welcomed to its ranks while they continue their onslaughts, nor that present members of the Order may indulge in disloyalty to us unpunished. Any member of the Order who violates his obligation by being disloyal to the Order, may be reasonably certain of being disciplined. We did not intend when we commenced, to say anything more than to clear Mr. Werts from the accusation of having written

the communication which seems to have created no little commotion in the ranks of our friends, if one may judge by the stir among them, but have wandered from the text slightly. The assailants of Mr. Werts however, will have to turn their "stink pots" against some one else.

ILL ADVISED ACTION BY MEMBERS OF THE U. P.

Our correspondent from Division No. 91, touches upon matter that has caused loyal and conservative members of the Order, as well as the grand officers, no little trouble and vexation. That is the continual agitation of matters that should be either left alone or talked over and settled in the division meetings. In the instance referred to, a few employees of the U. P. were "grieved"; some of them were members of the Order, some of the B. of R. T. and others of nothing. Their grievance was so sore and their trouble so great that they could not wait for their organizations to take action; they must have a settlement immediately or a war; they didn't much care which, though if their expressions were any indication, the war would be preferred; a meeting of a part of the employees was held, a committee appointed to go to Omaha and to Omaha they went, called upon Mr. Holcomb and demanded, perhaps not the sun, moon and stars, but pretty nearly that, notified him that they represented every one employed on the Pacific Division, including the engineers and fireman and unless their demands were immediately complied with, they would tie up the whole road. In fact, this committee represented nothing except disorganized individuals and as was later learned could not have "tied up" anything. Mr. Holcomb wired the Grand Chief Conductor, who went to Omaha but could do nothing as the committee did not represent the Order, nor a division of it; Mr. Holcomb asked them to make the matter of settlement one between the company and the organizations and told them that he would leave the whole matter to Bro. Clark and Mr. Wilkinson to decide, but this eminently fair and reasonable proposition was rejected. The committee made several statements as to employees on other divisions being better paid but in each and every instance it was conclusively shown that they were wrong when they dropped argument and reason and began to threaten again. Bro. Clark finally succeeded in getting the members of the Order who were on the committee and some others, to listen to reason, the chairman, who we regret to say was a member of the Order, and very unreasonable and unfair, was deposed from the committee and a settlement made as indicated by our correspondent.

As 91 says, what is the use of organization if members are to do as they did in this case? We are surprised that there are members of the Order who will take such a course; some members of the Order roundly condemn the switchmen for

causeless strikes and deprecate the idea of any alliance with switchmen because of such hasty action in the past and the probability of it in the future, but in this case, members of the Order acted as hastily and with as little good judgment and with as little regard and respect for their organization, as any switchmen have ever done and it will hardly do for members of the Order to urge this reason against any alliance with them hereafter, for so far as the organization is concerned, the switchmen have the advantage of the Order for they have a law to punish members for such action and their executive has the necessary "sand" and "backbone" to enforce the law as it has been demonstrated in the case of the strikes at Glenwood, on the B. & O. and Ogden and Laramie on the U. P., while the Order unfortunately, has no way at present to discipline members who forget themselves and the honor of the organization and engage in such displays as the one noted. There have been other cases during the past year, very few though we are glad to say, where members have acted hastily but in no case has the action been so flagrant as in this instance and we have refrained from commenting upon it, but in this case we believe we should be direct in our duty, did we fail to condemn such action on the part of our members and while we say it without the slightest personal feeling against any, such conduct cannot be tolerated without material injury to the Order and if the self respect of the members themselves is not sufficient to prevent it, the Grand Division must provide a way of punishment as a preventative. Those members who "can't wait" for the Order to take cognizance of such matters, would better sever their membership immediately. Then if they wish to "go it alone" they can do so without injuring the reputation of the Order and its members for fairness and good judgment.

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The Wisconsin house of representatives has passed a bill forbidding the employment of private detectives in that state.

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We are under obligations to Brothers Delaney, Sharpe and others for missing numbers of THE CONDUCTOR, for which we made inquiry recently.

**
Ottumwa Division No. 216 held its third annual ball on the evening of April 20, and while no report has yet reached us, we are well satisfied that the Turner opera house held a crowd of people who thoroughly enjoyed themselves on that occasion. Thanks for your kindly remembrance of THE CONDUCTOR, boys.

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Prairie View Division No. 276, Hope Division No. 280, and Marceline Division No. 283 have been organized within the past few days at Goodland, Kan., Hope, Idaho, and Marceline, Mo., but space prevents giving the reports in full. Nos. 281, 282, and 284 will be organized at Salt Lake City, Needles, Calif. and Americus, Ga., within the next few days.

**
February 1, Brother W. T. Brown, who was employed in the yard at Cleburne, Tex., obtained

a leave of absence for fifteen days to go to Ogden after his family; since that time nothing has been heard of him and his friends fear some accident has occurred to him. Any information in regard to him will be gratefully received by his wife, whose address is 2410 Grant avenue, Ogden, Utah.

**
In the new constitution prepared by the constitutional convention in Kentucky are provisions forbidding lotteries; the bringing into the state of Pinkertons without the permission of the legislature; more than one election per year in any place; that employes must be paid in cash, and making it a felony for any officer of a bank to receive a deposit after the bank is known to be insolvent. If the popular vote shall result in the adoption of this constitution, the \$200,000 expenses of the convention will be money well expended.

**
Another Richmond is in the field and one which Toledo or any other place that wishes the next meeting of the Grand Division will find a rival of strength and proportions not to be despised. Bro. James Anderson, a member well-known to those who attended the Grand Division a few years ago, will again represent International Division No. 48 and he will take to St. Louis with him not only a cordial invitation to the Grand Division from the city government of Detroit to meet there in 1892, but will be prepared to make a strong showing in favor of that city.

**
George Francis Train is accused of being mad. If, as has also been stated, he is responsible for the following extempore parody, there's method as well as sense in his madness:

After Tennyson (with sharp stick).

To sleep! To sleep!

That's so! With genius fled,
Laureate is worse than dead,
Asleep! Asleep!

So long asleep! Why awake again
To tire world with wailing refrain?
To sleep! To sleep!

Much better weep than write such trash for-
sooth,
As Poet sire of threshed out youth!
To weep! To weep!

**
A correspondent notes that a bill prohibiting the running of Sunday trains was defeated in the Tennessee legislature and that there are accusations of its defeat being caused by bribery. In our opinion, no harm has been done by its defeat. The legal prohibition of Sunday trains has not resulted in benefit to employes in the states where it has been tried and it has been our constant contention that a Sunday on the road traveling toward home, is much better for the employe than to stop at a way station twenty four hours or to remain away from home that time unnecessarily. If the prohibition of Sunday trains could also provide that the employes should be left at home over Sunday it would be an incalculable benefit, but the average employe would much prefer a Sunday train toward home than spending the day in a hotel.

At the Palace Rink, in Newark, Ohio, on May 28th, Licking Division No. 166 will welcome their friends to the Third annual ball and all who attend will be glad they are there.

May 15th. E. Dickinson returns to the Union Pacific as assistant general manager, vice W. H. Holcomb, who has resigned. Mr. Dickinson will be welcomed back to the U. P. by many friends.

"Dad" Spencer of 69 is in the coal business at El Paso but if he is in the habit of regularly having the additional "ten pounds" "delivered" at every place that he sends a ton of coal, it may give rise to trouble after a while.

Mrs. Lizzie Watson extends to the Burlington Relief Department, her sincere thanks for the prompt payment of the insurance of Bro. R. P. Watson who died March 25th and also to the members of the Order for sympathy and aid.

Vigars & Whiting are ready to buy, sell or exchange real estate at room 22, Bolton Block, Sioux City, Ia.; the senior member of the firm will be recognized by many as an old time resident of Cedar Rapids and a conductor on what is now a part of the C. M. & St. P. We hope John will find "pay dirt" in Sioux City real estate.

The fifth annual report of the P. R. R. Relief Department, for which we are under obligations to Bro. J. P. Stutsman, shows a healthy condition; the amount received during the year was \$461,726 10 paid out \$466,294 11 leaving a balance on hand of \$144,588 85 which is some \$4,500 less than at the close of the previous year. The report does not show what portion of the amount received was paid by the companies.

Bro. M. W. Robinson, secretary of Star Division No. 31 is called upon to mourn the loss of one, who, in manhood not less than infancy and and boyhood is the best friend on earth, his mother, who sank peacefully to rest after exceeding by two years the threescore and ten that is allotted to mankind and with the calm assurance of a blessed eternity that is given by a long life of useful christian endeavor and sympathy.

A disastrous collision occurred on April 18th, at Kipton, Ohio, on the L. S. & M. S. which re-

sulted in the loss of nine lives, including both engineers and one fireman. The report of Superintendent Wright to the railway commission is said to place the blame on the crew of the Toledo express, was bound, which was struck by the fast mail east just as they were stopping. In the absence of definite information, THE CONDUCTOR can express no opinion as to the cause or who is at fault.

On the sixth, Atlanta Division will hold their fifth annual picnic at New Holland Springs on the R. & D. railway. A special train of twenty coaches will leave Atlanta at 7:15 A. M. and should the weather be favorable, every coach will be crowded, for the citizens of Atlanta know that when Division 180 undertakes a picnic excursion, it is a guarantee that every one that attends will have an enjoyable time. THE CONDUCTOR is as usual, remembered and regrets that circumstances prevent our attendance.

Won't the Gateway City Review please give us credit for anything it finds in our columns that it thinks is worth "clipping?" And also won't it please quote correctly? For instance, THE CONDUCTOR did not say or intimate that the Switchmen at Buffalo, declared "against the position that to be of any benefit, all couplers on cars in the United States must be of one kind and couple automatically and certainly with each other." What we said was that the switchman declared against the M. C. B. type, and that in doing so they sustained our position, that to be of any benefit, all couplers on cars in the United States must be of one kind etc.

Tuesday evening, April 21, Corn City Division No. 4 of the B of L. E and Toledo Division No. 26 of the Order, held their first grand union ball. We have long known something of the nature of the members of Toledo Division No. 26 of the Order and it is but a short time ago that we were one of the guests of Corn City Division No. 4 at a union meeting and made the acquaintance of several of those whose names appear on the invitation as committeemen and it is seldom that a stronger temptation comes than the one to drop everything regardless of consequences and accept the invitation to be present on this occasion at Toledo. Sincerely hoping that this may be but the forerunner of many such pleasant occasions' we extend to both divisions our sincere thanks for the invitation and regret exceedingly that we were unable to be present and become better acquainted.



Carriers.—Ejection of Trespassers by Conductor Moving Train.

1. Action to recover for an injury. The complainant was sitting on a box car, which was standing in defendant's yard. An engine was attached to the car without his observing it, and the train was moved away. A conductor in charge came to the plaintiff, and ordered him to leave the train, using violent and threatening language, in consequence of which plaintiff leaped from the car while it was in rapid motion and was injured. The trial court instructed that if defendant's servant within the scope of his employment, by peremptory order and threats, caused plaintiff to get off the car when it was dangerous to do so, defendant was liable.

Held, That this charge was correct.

2. Where the complaint alleged that plaintiff's expulsion from a moving car was caused by a servant of defendant, evidence in regard to what employes were authorized to eject persons from trains is relevant.

3. The retention by a railway company of an employé (conductor) whose acts caused an injury to another, does not impose upon the company a liability for such injuries which otherwise would not exist, nor constitute a ratification of his wrongful act.

Judgment reversed.

Gulf C. & S. F. R. Co. vs Kirkbride, Tex. S. C. Feb. 3, 1891.

Note: The cause of the reversal of the judgment rendered in favor of the complainant is not only peculiar but just. The trial court charged, among other things, "that if the jury should find that the defendant company, after full notice of the conduct of the conductor, ratified the same by retaining him in its employment, in which case you will find for plaintiff." This charge the appellate court regards erroneous. The court is not prepared to hold that the performance of a wrongful act by a conductor, for which his employer for any reason is not liable at the time the act is committed, shall become the act of the employer afterwards, simply because he refuses to discharge the servant from his employment.

"We do not," said the court, "think it either just to the individual, necessary for the general good, or a wise public policy, to so arbitrarily punish the master for lenity to a servant otherwise deserving and perhaps penitent. The rule invoked might lead to the discharge of an innocent and useful conductor, when wrongfully accused or suspected, because his employer could not be certain in advance what would be the result of a future trial. Hence, if the company is liable at all, the matter of retaining the conductor did not either lessen or increase that liability."

In the case of *R. R. Co. vs. McDonald*, 12 S. W. Rep. 860, the court held that the mere fact that the defendant company retained the con-

ductor in its employ after the act was performed which was alleged to occasion the death complained of, does not constitute a ratification of his act, omission or gross negligence. It will be seen that the discharge or retention of a servant for an act complained of will not have any bearing on the liability of the company. This is true regarding the first act of negligence charged; but the rule invoked might be legally affirmed where a series of negligent acts were charged against a servant and the latter still retained by the company.

Accident to Passenger—Conductor Made Co-Defendant—Assistance to Leave Train.

1. In an action to recover damages for injury done to a lady passenger who while burdened with bundles undertook to alight from a train, but by reason of the sudden jerking thereof was thrown down, etc. The court charged that taking into consideration the fact that plaintiff's wife did not ask the conductor for assistance, the jury should determine whether the failure to assist her was want of that measure of care which was due her as a passenger.

On appeal, *Held*, That the question was properly submitted and that the company was not entitled to a charge that it was not the duty of its conductor to assist her, unless he knew from disability or infirmity she was unable to get off readily without assistance.

2. When the conductor was joined as a defendant and during the trial was charged with being an interested witness, and the cause dismissed as to him, but without the knowledge or consent of the company.

Held, That there was no ground for a new trial and that the dismissal did not affect the credibility of the conductor's testimony so far as his interest in the action was concerned.

Judgment for plaintiff against the company for \$2,500 affirmed. (Dismissal as to the conductor also affirmed.)

Texas & P. Ry. Co. vs. Miller, Tex. S. C., December 16, 1891.

Note: The same court on the same day held, in the case of *R. R. Co. vs. Finly*, that a female passenger having been injured by the train starting while she was getting off, the company is not entitled to a charge that its contract was performed on the arrival of the train, if the station was announced and the train stopped a sufficient time to give her an opportunity to alight, and that its conductor or servants were not bound to assist her in alighting. But, on the contrary, *held* that while the duty of the carrier to all passengers is the same in degree, the amount of care may vary with the age, sex or bodily infirmity of the passenger, and the carrier is not entitled to a charge that it owes no greater duty to a female passenger than a male one.



A new publication devoted exclusively to economic problems and the social advancement and welfare of the American people appears under the title of *The Social Economist*, published by the New York Institute of Social Economics and edited by Professors George Gunton and Starr Hoyt Nichols. In the first number *The University and the Workman* is discussed by President Seth Low of Columbia College, and the *Silver Question* by A. B. Woodford. Other articles are *Benevolent Investment*, *Political Labor Parties*, *The Socialist Ideal*, *Eight Hours in England* and *Trades Unions*.

The introductory notes the "irrepressible conflict" between the capitalist and the laborer and says that "the method of social advancement, which is rapidly going on as at present conducted, is chiefly one of social warfare. The man that has is regarded as the foe of the man that has not. Corporations are held to be hostile to the public weal, and government is frantically invoked to repress the greed of private enterprise. Preventive legislation on all subjects loads down the statute books with inoperative provisions, clag declaims against class, the farmer organizes against the money lender, and the manufacturer against the railroad, interest conflicts with interest and the air is full of cries of the various combatants as if an internecine strife were calling our citizens to go forth to battle for their rights."

That this is true will hardly be questioned by any, but it may well be questioned as to whether any educational movement will, under present circumstances, be effective in changing these conditions of strife and warfare or that those who have not, will be willing to await the softening influences of educational influences on those who control the bulk of the capital of the nation. *The Social Economist* says that it "will endeavor to show that this vast industrial warfare is no more needful than was the vast predatory warfare of early tribes to their own safety and well-being. It will teach that the conflict is one of conditions

misunderstood, of situations explained after a false and misleading theory. It will advocate, therefore, a new attitude towards all economic questions." Again, there will be, on the part of the intelligent workingmen, no dissent from this conclusion; indeed it is what labor leaders have been for years endeavoring to teach, but associations of laboring men that have been organized upon a platform of mutual interest between capital and labor, have found themselves distanced in the race, and their efforts to better themselves under such conditions, a means of weakness to them that the capitalist has not hesitated to use to their disadvantage. Such organizations have been compelled in very self-defense to "change their base" and place themselves on a war footing. Quoting further, "on every side we hear the plaint of the poor, the threat of the workman, the wail of the philanthropist, the protest of the dissatisfied, and lurid hints of what will be done if things are not mended, and that right speedily; and wise men seeing the signs of the times, and thinking of that wild and impotent revolt, which historians call the French Revolution, shake their heads despondently, not knowing what the result may be." We have an abiding faith in the good sense, sound judgment and general intelligence of the American workman, and while it is the part of folly to disregard the portent of greater troubles in the near future than have ever been seen in the past on American soil, we do not believe there is danger of anything resembling the French Revolution unless the general intelligence of the mass of our citizens shall be much deteriorated by the constant influx from the ignorant and criminal classes of the eastern continent. The revolution in the United States will not be one of general bloodshed unless present conditions are materially changed, neither will it be brought about, in our opinion, by educational influences except as such influences are sustained and enforced by intelligent organization on the part of the masses and a knowledge upon the part of the few, that the

masses are thoroughly united and prepared for warfare if necessary.

However, the influence of such a publication as *The Social Economist* may and undoubtedly will wield a powerful influence for good, and we should be glad to see it in the hands of every intelligent laborer in the country.

Of *Outing* it may be truly said that age does not pall nor custom stale its infinite variety. Month after month and year after year, it comes to us fresh and breezy, as crisp as the morning, and bears us away in imagination to all the delights of sea and shore, forest and stream. The April number is no exception to its perennial flow of welcome reading, except that it may be in fitness and variety it is more than usually richly laden. Would you foretaste the joys to come with the opening of spring? then its "Angler's Outing" wafts you in imagination to the rippling trout stream. Would you know where the summer's woods and streams will yield their abundant harvest of game in fin, fur and feather? then "With Rod and Gun in Northwestern Woods and Waters" is an invaluable itinerary. And there is instruction, too, of a technical nature, to be found in scarce any other publication. The "Evolution in Yacht Building" will be as welcome reading to all who expect to be "rocked in the cradle of the deep," as its article on "The Greek Athletes" will be to the modern devotee of the track and gymnasium, whilst the cyclist and tourist abroad will be drawn towards the woods and ports of Yorkshire by two of the most admirable stories ever published by *Outing*. "Mademoiselle," the adventure of a cyclist, and "Herring and Heart Fishing at Scaboro;" whilst last, but not least, the National Guardsman of the Badger State will find in Capt. Chas. King's glowing numbers a record of which they may well be proud.

A great variety of contributions characterizes the April *Wide Awake*, from its frontispiece of white lilies to its amusing end-page drawing by Bridgman. "The Mysterious Choir Boy," a beautiful story full of Easter spirit—the uprising of rejoicing life from conditions dark as death—by Henry Kirke White, Jr. The jolliest April First story, "Chollemyisses' Afflicted Holiday," is by the author of "Cape Cod Folks;" "Hong Wing's Sea Voyage," the fanciful tale by E. Cummings, offers the too curious boy a lesson in a shape in which he will laughingly accept it. "A Lost Story," by Anna Leach, will commend itself to the lovers of Hans Andersen. "The Story of my Bank Book," by Louisa Trumbull Cogswell,

is one of the best tales of the time for youthful readers. "The Cock of Sebastopol" is an amusing reminiscence of a Russian general. The young people in Margaret Sidney's Peppers serial constantly get into all sorts of interesting trouble. The hero of "Cab and Caboose," Kirk Munroe's serial, shows his "clear grit." "Marietta's Good Times" are unique, and not to be had in any land but Italy. In the line of articles, there is "Egg-rolling at the White House" on Easter Monday, by Prof. Mason; "Easter Day Beyond the Sea," by Amanda B. Harris, and "A Precious Bug," by the same author; "Baked Books," by Rev. J. M. Thompson; "A Black Prince," by Walter Hough of the Smithsonian Institution; "Concerning Bats," by Grant Allen, and "Strange Foot-gear," by Margaret Lake. The standing features are excellent; Mrs. Claflin's "Margaret-Patty Letters," Miss Rimmer's "Figure Drawing for Children, and "Men and Things," four pages of original anecdote, reminiscences and talks. There is also a beautiful mother-song, by Mrs. Mary Elizabeth Blake and a Tuscan *Stornelli* by Mrs. Cavazza, with an exquisite picture by Irving R. Wiles.

Scribner's Magazine for April marks the beginning of the richly illustrated series on "Ocean Steamships" which, it is believed will be as successful as the "Railway" and "Electric" series. The most competent authorities have been chosen to write of "Ocean Passenger Travel," "The Ship's Company," "Safety at Sea," "Speed," and the "Lines of the World". Original drawings by skillful artists (who have been granted special privileges for study by the various steamship companies) will illustrate each paper. Articles of travel and adventure are represented in this issue by Mr. Jephson's second paper on his perilous journey to relieve Captain Nelson at Starvation Camp; Robert Gordon Butler's account of the cruise of the United States steamer *Thetis* to the Arctic regions; and Birge Harrison's description of a kangaroo hunt—a kind of sport which is now almost as rare in Australia as a buffalo hunt on the Plains. The recent Sioux Indian outbreak and the causes which produced it are clearly and dispassionately set forth by Herbert Welsh; and the Rev. Willard Parsons, its founder, tells the story of the Fresh-Air Fund, which is entering upon its fifteenth year. Other articles on Practical Charity are promised. The first of living Spanish poets is the subject of another article (with a portrait,) and "What is Right-Handedness?" is discussed by Prof. Thomas Dwight, of the Harvard Medical School.

Something new in the way of publications that promises to make a valuable addition to literature, is the *Quarterly Register of Current History*. The *Register*, as its name implies, is to be issued quarterly and is intended to be a record of current events, condensed and in convenient shape for preservation. In its introduction, the publishers say, "the purpose of the *Quarterly Register* is the bringing together at intervals of three months, of such matters appearing in the daily newspapers as may be valuable for permanent preservation. The first number contains a review for the entire year of 1890 and for this reason, perhaps, this first number is not a fair index of what is to follow, as a history of current events for an entire year, contained in a single number of a magazine, must necessarily be very much condensed. This first number, however, is a valuable one and gives promise of something in the future that will be not only a convenience, but almost a necessity to those who take any interest in the history of their own times. Space forbids any extended comment on its contents which from a hasty examination, appear to be carefully compiled and prepared. The *Register* is published by The Evening News Association of Detroit, Mich. Price twenty-five cents per number or one dollar per year.

An Indiana girl has taken the prize of \$200 offered by *The Cosmopolitan Magazine* for "the best article of 4000 words descriptive of farm life, with suggestions as to the best method of making farm life attractive and happy," only farmers' daughters being permitted to enter the competition. The design of *The Cosmopolitan* was to draw out an expression of opinion as to the important problems of happiness and discomfort on the modern farm, and it was so successful that more than 200 manuscripts, very many of them ably prepared, and representing nearly every State and Territory were sent in. The prize was awarded by Prof. H. H. Boyesen and the editor of *The Cosmopolitan*, the final committee of award, to Miss Jennie E. Hooker of McCutchanville, near Evansville, Ind. Her article will appear in the April number of *The Cosmopolitan*, and the same number will contain a very interesting article on the Farmers' Alliance, by the newly elected United States Senator Peffer, of Kansas. *The Cosmopolitan* is one of the few periodicals, which, while gaining circulation in the cities more rapidly than in the country, yet devote especial attention

to all matters pertaining to the farm. Taking the prize over so many competitors, doubtless Miss Hooker's article will present numerous ideas well worth the consideration of those who find their happiness or discomfort within the limits of farm homes.

General Sherman, shortly before his death, by written contract, put his memoirs in the hands of Webster & Co., New York. They, carrying out the spirit of the contract, are about to bring out a cheap edition of his celebrated work; with a brief appendix by the Hon. James G. Blaine, including the closing years of General Sherman's life, his last illness, death and funeral pageant. The work will be in one volume and will contain the full text of the original memoirs. It will be sold at \$2.00, all former additions having been sold at \$5.00. The proceeds of the work will be devoted to the interests of those whom General Sherman has left dependant for support upon the income of the estate.

Two years ago when the copyright question came up in congress some of the congressmen opposed the bill on the ground that an international copyright law would tend to make good books dearer; and as an instance they mentioned "The American Commonwealth," by James Bryce on which the New York publishers, by interpolating a few pages by American authors, had secured a copyright in this country. The facts seem to bear out the statement, for the volumes were flimsily bound and not worth, as mere books, the high price asked by the publishers. But the literary excellence of the work was so great that "The American Commonwealth" has had an enormous sale in spite of the price. Seeing the need of a cheaper edition, Charles H. Sergel & Co., of Chicago, have just issued an edition at half the former price. The volumes are substantially and handsomely bound and contain not only every thing that James Bryce wrote, but also two chapters by American authors and tables of the census of 1890.

The March 25th issue of the Richmond, (Va.) *Dispatch* is emphatically, a railroad edition, more than three pages being devoted to the Norfolk & Western and scenes on its lines with copious illustrations.



PITTSBURG, Pa., April 9, 1891.

Brother P. F. McCarthy, a passenger train conductor on the Pennsylvania Railroad, and a faithful member of R. B. Hawkins Division No. 114, died at his residence, Braddock, Penn., at 2:20 p. m., March 24, 1891, of pneumonia, he having sickened and died within a week. He was a man beloved by all, with a disposition to be envied, and Division No. 114 loses one of its most active members.

At a regular meeting of R. B. Hawkins Division No. 114, held April 5, 1891, the following resolutions were offered and unanimously adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the universe in his infinite wisdom to take from our midst Brother P. F. McCarthy, a member of this division, a kind father and loving husband, noted for his strict integrity and indulgence to his family and Brothers, be it

Resolved, That this division loses one of its most active and conscientious Brothers; and be it further

Resolved, That the charter be draped for thirty days, a record of these resolutions be placed in the minutes of the division and condolence of the Brothers be extended to the stricken family; and be it also

Resolved, That a copy of these resolutions be sent the wife of the deceased Brother, also a copy sent to THE CONDUCTOR for publication.

CHAS. STROUD,
M. W. FORBES, } Committee.
S. S. MILLER.

HARGET.—At a stated meeting of this division held Sunday, April 5, 1891, the following resolutions were unanimously adopted in respect to our late Brother, Dell Harget, who died at his residence in Milwaukee, Wis., March 20, 1891, after struggling for several months with that dreaded disease, consumption.

WHEREAS, It has pleased the Grand Chief Conductor of the universe in His wisdom has permitted, the great leveller of mankind, to remove from our midst our worthy and beloved

Brother and charter member, L. A. Harget. In his death we feel as a division of the Order and as individual members that we have met with a loss that cannot be replaced. His strict adherence to the principles of the Order, his faithful discharge of his duties as a Brother, his pleasant and cheerful manner and his kindness and sympathy for those in distress endeared him to us all. We shall miss him in our division room, as we have during his long illness. We shall meet him no more on earth, but we hope to meet him in that Grand Division on high, where the Grand Chief Conductor of all things forever presides.

Resolved, That we extend to his relatives our heartfelt sympathy in this their irreparable loss, but which we trust is his everlasting gain, and would say to them, "Be ye ever faithful to the end, that in Heaven ye may meet the loved one gone before."

Resolved, That our charter be draped in mourning for thirty days, these resolutions spread on the minutes of this meeting, published in THE CONDUCTOR and a copy sent to the bereaved widow.

BY ORDER OF THE DIVISION.

ROANOKE, Va., April 5, 1891.

At a regular meeting of Stonewall Division No. 210, held in their rooms on Salem avenue, Roanoke, Va., April 5, 1891, the following resolutions were unanimously adopted:

WHEREAS, We have received a shock in the death of our late Brother, J. R. Calfee, who departed this life so suddenly from heart failure at Pocahontas, Va., on the night of the 29th, ultimo.

Resolved, That while we humbly submit to the will of the omnipotent we none the less mourn our Brother's death, stricken down in the prime of life and vigor of manhood.

Resolved, That in the death of our Brother our organization has sustained a great loss, his parents a devoted son and his brothers and sisters a loving brother, and the N. & W. R. R. Company a competent and trustworthy conductor.

Resolved, That we extend our heartfelt sym-

pathy to the parents and sorrowing brothers and sisters in this their hour of affliction and pray that God in His infinite mercy will enable them to bear up under their sad bereavement.

Resolved, That we drape our charter with the emblem of mourning for the space of thirty days as a token of our great sorrow.

Resolved, That a copy of these resolutions be presented to the family of our deceased Brother.

JOHN MORAN, }
J. M. JENNELL. } Committee.

FORT WORTH, Texas, April 7, 1891.

WHEREAS, Our worthy Brother, George Davis, has recently suffered a great loss in the death of amiable and beloved wife, Ella Davis; therefore be it

Resolved, By the officers and members of Evergreen Division No. 57, O. R. C., that we extend our heartfelt sympathy and condolence to Brother Davis in his great bereavement; and be it further

Resolved, That we furnish a copy of these resolutions to THE RAILWAY CONDUCTOR for publication and that a copy be mailed to Brother Davis.

CHAS. J. LARIMER, C. C., pro tem,

F. O. HODGES, Secretary, pro tem.

ROANOKE, Va., April 2, 1891.

MALER.—Mrs. Sarah Elizabeth Maler departed this life on the evening of March 22, 1891; age 26 years. The officers and members of Division No. 210 extend to Brother Maler our sympathy in this his sad affliction.

Yours in P. F.,

M. J. J.

POCATELLO, Idaho, April 6, 1891.

At a regular meeting of Pocatello Division No. 209, held Sunday, April 5, 1891, it was

Resolved, That as death had entered the home of Brother J. W. Henderson and taken from the midst of his family their little cherub, Olive Augustine, aged two and one-half years; therefore be it

Resolved, That the sympathy of Pocatello Div. No. 209 be extended Brother J. W. Henderson and his esteemed wife in this their hour of sorrow and gloom.

J. C. FAGAN, }
J. T. WOODS, } Committee.
H. C. BURBANK. }

MARCH 31, 1891.

Once more we are reminded that from dust we came and sooner or later to dust we must return.

At a regular meeting of Wasatch Division No. 124, Order of Railway Conductors, held Saturday, March 21st, 1891, the following resolutions on

the death of our Brother, Thomas P. May, who died at Woodburn, Oregon, March 19, 1891, of typhoid fever, were unanimously adopted:

WHEREAS: It has pleased God to remove from among us our beloved Brother, Thomas P. May, it is

Resolved, that, while submitting with human patience to the will which has deprived us of his presence, we deeply feel the absence of one who has long been among us, and, that, in his sudden departure, we recognize the slight thread that binds us to earthly things.

Resolved, That to his bereaved family our heartfelt sympathy extend in this their great affliction and bereavement, that our hopes extend beyond this life for his happiness in a firm belief that there exists a better state in the long eternity toward which we are progressing, and Brothers, his death is but an invitation that we too must follow. We knew not how soon. Let us so govern ourselves that when the summons comes we will be prepared. Let us be careful to provide ourselves with the protection our Order has created for those who loves us, that they may not be doubly bereaved of protection and means.

Resolved, That our charter be draped in mourning for thirty days, that these resolutions be spread upon the records of our division and a copy be sent to the family of the deceased as a testimonial of our grief and sympathy, also a copy be sent to THE RAILWAY CONDUCTOR.

J. S. MCCAULLEY, }
P. PETERSON, } Committee.
C. A. CRAMER. }

HUNTINGTON, Ind., April 15, 1891.

We, the Committee, appointed to prepare resolutions of respect on the death of our Brother, R. W. Tuthill, beg leave to submit the following:

WHEREAS, In view of the loss we have sustained in the death of our Brother, Tuthill, and of the still heavier loss sustained by those who were near and dearest to him; be it

Resolved, That it is but a just tribute to the memory of the departed, to say, that in regretting his removal from our midst we mourn for one who was in every way worthy of our respect and regard.

Resolved, That as Conductors, neighbors and friends we will ever cherish his memory in happy and grateful recollections, and that, we tender to his widow and fatherless children our warmest and tenderest sympathies in their affliction and bereavement.

Resolved, That our charter be draped in mourning for a period of thirty days, a copy of these resolutions be sent to the family of our deceased Brother, and also be entered upon the record of the division, and be published in THE CONDUCTOR.

Committee,

J. M. SEWELL,
T. N. CARHART,
J. M. BAOWN.

Atlantic Division No. 120, O. R. C.

THE RAILWAY CONDUCTOR.

VOL. VIII.

CEDAR RAPIDS, IA., MAY 15, 1891.

NO. 10.



A FEAST OF ALL NATIONS.

A feast, I have read,
There was recently spread,
Where this novel arrangement existed;
Each fortunate guest,
When his choice he expressed,
To his favorite dish was assisted.

Said Mikey Maguire,
As he sat by the fire,
"Faith, thin, but it's warmin' the hate is!
An' shure, for a parrrty
Of appetite hearrrty,
There's nothin' quite ayqual to praties!"

"Ach! Donner and Blitz!"
Cried fat little Fritz,
Regarding his neighbor so bony,
"Dot poy vas so droll!
I would gif der whole bowl
For one little bite of Bologny!"

The fair Oumi San
Waved her beautiful fan,
As she smiled his enjoyment to see.
She would taste of no dish
Save an entrée of fish,
But she never once stopped drinking tea!

In a serious mood
Hans, the Eskimo chewed,
Some strips of what might have been rubber!
But when they enquired
Whether aught he desired,
He said he wished nothing but blubber.

"Me velly hong'lee!"
Said the guileless Chung Se,
With an evident yearning for rice.
He smiled and he sighed,
And his chop-sticks applied,
And was ready for more in a trice.

"Carissima mia!"
Cried little Maria,
"Nothing-a zo lofely as dese!"
And she fondly surveyed
On the table displayed,
Her beloved macaroni and cheese.

"Aweel an' aweel,"
Said Jamie MacNeil,
"O' whimses an' freaks there's a a mony!
But naethin' I know
Like the oatmeal I lo'e
To make a braw lad an' a bonny!"

"Oh, non!" cried Hélène,
With a shrug of disdain,
"I wish but a *morceau petit*.
Nothing hot, *s'il vous plait*,
But some water *sucree*,
And a bonbon, *je vous remercie*!"

Quoth brave Johnny Bull,
With his mouth rather full,
And his waist with a napkin begirt,
"Of dainties the chief,
Is the noble roast beef,
With plum-pudding, of course, for dessert!"

Mustapha, the bland,
 With a wave of his hand,
 Declined to partake of the feast,
 Till the coffee was served;
 When he visibly swerved,
 And drank twenty cups, at the least.

"Jes' hab yo' own way,"
 Said George Washington Clay,
 "An' go' long with dose fibs yo's a-tellun'!
 Dar's nuffin' lak dis!,"
 And chuckling with bliss,
 He extinguished himself in a melon!

"Wal, mebbe you're right,"
 Observed Jonathan Bright,
 With a wink of his merry young eye;
 "But for all you're so knowin',
 The dish ain't agoin'
 Can come up, I reckon, to pie!"
 —Margaret Johnson, in *May St. Nicholas*.

The Conductors.

THE MEN WHO RUN THE PASSENGER TRAINS—THE
 HEAD BRAKEMAN AND HIS PECULIAR VOICE.

In a previous issue some reference was made to the distinguishing characteristics of the locomotive engineer. Although the engineer is, of course, always at the head of the procession as it "cuts cross lots" through the country, he is nevertheless not in absolute control of it. The conductor is the power behind the throne of the engineer. He doesn't exactly own the train, although he always speaks of it in the possessive case. He invariably refers to the engineer as the man who pulls him, and the engineer always refers to the conductor as the man whom he pulls. The passenger conductor differs materially in dress from the engineer. The latter, in soiled overalls, greasy cap and with soot begrimed face, is a typical working man. The conductor wears his best clothes every day. His attire consists of the regulation blue, adorned with brass buttons, and he wears a cap of the same material as his clothes. As the conductor comes directly in contact with people of various nationalities he must of necessity be somewhat of a linguist. The average conductor speaks English and German fluently, and Hebrew, Irish and Scandinavian recklessly. As the people of other nationalities in this country generally walk, the conductor seldom comes in contact with them. The locomotive does, once in a while, however, when the

engineer doesn't see them in time to scare them off the track.

A great many libels have been circulated concerning the conductor, the chief of which is that when nearing the end of his "run" he takes all the cash he has collected from the passengers during the trip, tosses it up in one of the cars and whatever portion of it lodges on the bell rope he turns over to the company and whatever falls on the floor he keeps for himself. This is a gross reflection on the shrewdness and sagacity of the conductor. That sort of thing might work all right if the collections consisted entirely of silver, but there are sometimes bills among the money, and it is within the range of possibility that if thus thrown up some of the paper money might lodge on the rope, and, besides, viewed solely in its legal aspect, that sort of thing would come under the lottery law prohibiting the distribution of money by chance. The assertion that the conductor, in face of the stringent laws prohibiting schemes of chance, would wilfully violate the statute is absurd. The bell-punch, duplex ticket, and other equally iniquitous devices for making conductors honest, have, it is said, been traced to malicious and impecunious inventors who have at one time and another been put off trains between stations on dark, rainy nights for not paying their fares, and who thus seek to wreak private vengeance upon the whole fraternity of conductors. There are honest and dishonest men in every walk of life, but, all joking aside, the best evidence of the honesty of the railroad conductor is the fact that, though he gets a good salary, he rarely accumulates money or property. The rich conductor is as great a rarity as a white blackbird. Like the engineer, he is a "hail fellow well met," and, in the majority of instances, lives up to the limit of his earnings. He believes, like Bob Ingersoll, that if a man has a dollar to spend he should spend it like a king, not like a beggar. The popular notion is that a conductor lives high; that he eats pie with butter on it three times a day, and indulges himself gastronomically and otherwise in whatever pleases his taste or fancy. This impression arises doubtless from the fact that he is always neatly dressed, looks well fed and good humored, and is liberal within the limit, and sometimes even in excess, of his means. He dresses neatly because his business requires that he should look tidy,

and it is equally as essential that he should be a man of good manners and kindly heart. He comes in contact daily with people in all conditions of life, from the richly dressed and bejeweled lady who lolls on the soft cushions in the palace car to the poor and untidy immigrant who occupies an uncomfortable seat in the second class coach. He knows no social distinctions, however. To him a traveler is a traveler, and that ends it. He is civil and polite to all. He seldom passes through a car without being asked a dozen questions as to the time of trains, connections, etc., and he answers them all in the most courteous and gentlemanly manner. No conductor who would be discourteous or impolite to passengers could retain his place long.

The conductor like the engineer, is very fond of fun, and nobody can appreciate a good joke more than he, no matter if it is at his own expense. His fund of good humor is inexhaustible, and his peculiar faculty of getting wholesome amusement out of even the ordinary occurrences of life shows how keen is his sense of humor. There's Wess Jennings, Jack McGinity, Joe Brooks, Charlie Pfeiffer, and Dan Piper, of the Big Four; Tad McDonald, Ed. Raymond, Billy Francis, John Woolson, Wm. Butterworth, Canby Smith, John and Dave Francis, Mizra Whitacre and the three Moore brothers—James, Elroy and Fuller, of the B. & O.; Charlie Bradbury, Jim Randall, Tim Daly, John Sylvester, Lou Merrick, Peter Loretz, Bill Barnes, Sam Hoyt, Thieman, Zeiser, and Knapp, of the Lake Shore—all of them old-time railroaders and some of whom claim to have been in the business ever since the flood. The official records do not disclose a single instance in which they have permitted any fun to get away from them unless it made its escape while they were asleep.

The conductor's "best man" aboard the train is the head brakeman. The chief peculiarity of this functionary is his voice, which he always has with him. It is either a thunderous bass or a cross between a rasping tenor and a penetrating squeak. He is the man who, between stations, viciously breaks into the car at one end and ejaculates: "Thenextstationatwhichthis trainstopsisSandusky." He then shuts the door in a manner that sometimes gives timid travelers the impression that the engine has exploded. A few minutes later

he returns and shouts: "Sandusky," and disappears again. His voice, if a base, is about as melodious as the artificial thunder manufactured in theatres by pounding on a big sheet of zinc; if it should be the other variety of voice, it bears a striking resemblance to the noise made by a buzz saw when it strikes a hard wood knot.—*Sandusky Register*.

An American Cheap Money Experiment.

The editorial columns of the *May Century* narrate the cheap money experiment of Rhode Island at the close of the Revolutionary war. A more timely study could not be offered at the present moment. A paper-money bank was started, and every farmer or merchant who came to borrow money must pledge real estate for double the amount desired. We quote:

The depreciation of the new money began literally with its issue. Every merchant and tradesman in the State refused to receive it for its face-value, and the holders of it refused to make any discount.

The General Assembly came to the aid of the bank and sought to give its paper money full value by statutory enactment. A forcing act was passed subjecting any person who should refuse to take the bills in payment for goods on the same terms as specie, or should in any way discourage their circulation on such terms, to a fine of one hundred pounds and to the loss of his rights as a freeman. This made matters worse than ever. Merchants and traders refused to make any sales whatever, many of them closing their shops, disposing of their stock by barter, and going out of business. In fact, money almost ceased to circulate at all. Nearly all kinds of business was transacted by barter, rents were paid in grain and other commodities, and the only people who used the paper money were those who had borrowed it on their land. The chief cities of the State, Providence and Newport, presented a very remarkable spectacle. Half their shops were closed, their inhabitants idle, and their streets animated only by groups of angry and contentious men blaming one another for the blight which had fallen upon their business and industries. In order to retaliate upon the merchants and traders for refusing to take their money, the farmers refused to bring their produce to market. A famine was so imminent in Providence because of this withholding of supplies that a town meeting was called to

devise means for obtaining the necessaries of life. To provide immediate relief for persons in want of bread five hundred dollars was authorized to be borrowed and sent abroad to buy corn to be sold or bartered by the town council. In Newport a mob brought on a riot by attempting to force grain dealers to sell corn for paper money.

In August, about two months after the establishment of the bank, affairs became so desperate that a State convention controlled by the country towns adopted a report recommending the General Assembly to enforce and amend the penal laws in favor of paper money, and advising farmers to withhold their produce from the opponents of the bank. The General Assembly convened in special session for the purpose, passed an additional forcing act, which suspended the usual forms of justice in regard to offenders against the bank by requiring an immediate trial, within three days after complaint was entered, without a jury and before a court of which three judges should constitute a quorum, whose decision should be final, and whose judgment should be instantly complied with on penalty of imprisonment. The fine for the first offense was fixed at from six to thirty pounds, and for the second at from ten to fifty pounds. "This monstrous act of injustice," says S. G. Arnold in his "History of the State of Rhode Island," "was carried through the legislature by a large majority, and the solemn protest against it as a violation of every principle of moral and civil right, of the charter, of the articles of confederation, of treaty obligations, and of every idea of honor or honesty entertained among men," which a minority of the members presented, was not allowed to appear on the record.

This second forcing act brought matters to a crisis. A butcher in Newport was brought into the Superior Court on a charge of refusing to receive paper money at par in payment for meat. A great concourse of spectators attended the trial, which was before a full bench of five judges. Leading lawyers appeared for both sides, and their arguments occupied an entire day. Two of the judges spoke against the forcing acts, and the other three were of the same mind. On the following morning the formal decision of the court was announced, declaring the acts unconstitutional and void, and dismissing the complaint. The wrath of the General

Assembly at this decision was great. A special session was at once convened, and the judges were summoned, in language of incredible arrogance, to appear before the Assembly to assign the "reasons and grounds" for their decision. Three of the judges obeyed the summons, but as the other two were detained by sickness the hearing was postponed till the next session. At the next session four of the offending judges were removed. Before adjourning, the General Assembly prepared a new act to "stimulate and give efficacy to the paper bills." This was called the Test Act, and it contained one of the most remarkable oaths ever prescribed to a free people. Every one taking the oath bound himself in the most solemn manner to do his utmost to support the paper bank and to take its money at par. All persons refusing to take the oath were disfranchised. Ship-captains were forbidden to enter or to go out of ports of the State, lawyers were not to be allowed to practice, men were not to be allowed to vote, politicians were not to be allowed to run for office, and members of the legislature were not to be allowed to take their seats until the oath had been taken. This was so stringent a measure that the General Assembly was afraid to take the responsibility of enacting it, and, after considering it, referred it to the people or the towns for approval. Only three towns in the State voted in its favor, all the others rejecting it.

This ended all efforts to force the people to take the money at par in ordinary business transactions. The General Assembly, in January, 1787, formally repealed the forcing acts, and then took the first step towards the repudiation of the State debt; by ordering the treasurer to pay off one-fourth of it in the bills received for taxes, that is in the depreciated paper money, which, at that time, was circulating on the basis of six to one. By successive steps of this and similar kinds the entire State debt was extinguished, public creditors being forced to take it on terms prescribed by the State, or to forfeit their claims. The last instalment of the debt was got rid of in 1789, in a forced settlement, when the paper money which the helpless creditors received was worth only one-twelfth as much as coin. "Had a general act of insolvency," says Arnold, "relieving all debtors from their liabilities and the State from its legal obligations been passed in the first instance, the same

end would have been more speedily accomplished, and the means would not have differed very widely from those that were actually employed * * It fell but little short of repudiation."

During 1787, when the value of the paper money ranged from one-sixth to one-tenth that of coin, bills in equity for the redemption of mortgaged estates were filed in large numbers in the courts. The Superior Court of Newport declined to try any case in which a large sum was involved. Suitors came to court with paper money in handkerchiefs, bags and pillow cases, asking to have the holders of their mortgages forced to take this at par in redemption of their lands. One bag, containing fourteen thousand dollars, was brought for the redemption of a single farm. But the court refused to try all cases of the kind. The value of the paper money dropped steadily till fifteen paper dollars were worth only one coin dollar. In August, 1789, the General Assembly showed its first sign of returning reason by suspending the operation of the tender law. It followed this by repealing the statute of limitations, because of the depreciation in the value of paper money, and by extending the time allowed for the redemptions of mortgages from five to twelve years. Finally, in October, it repealed as much of the Paper Bank act as made the bills a tender at par, and debtors were authorized to substitute property, at an appraised value, for money in discharge of debts. The act which effected the repeal fixed the value of the paper bills at fifteen to one. This was the end.

Throughout this entire struggle to make money valuable by statute, by calling it a dollar and saying that it represented two dollars' worth of land, the bills had remained almost exclusively in the hands of their first takers. No one else was found who would receive the money, save those whom the State compelled to take it, or to forfeit their just claims. Absolutely nobody had benefited by the experiment except the State, which had got rid of a large portion of its debt by dishonestly refusing to keep its obligations. Industry and trade of all kinds, as well as the State's good name, had suffered incalculable injury, and the State's material progress had been retarded so seriously that it required many years to regain what had been lost. The deluded people who borrowed of the bank on their land as collateral realized their desire of having more money in their

pockets: They realized the dream cherished by the believers in "cheap money" in all lands and in all times, for a larger *per capita* currency in which they should share, but they very soon found out that none of the blessings which they had so fondly imagined would follow possession were destined to appear. What was gained by having plenty of money if it could not be used in payment of debts, if nothing could be bought with it save at greatly advanced prices, and if it were to become less and less valuable as time went on?

Shipping the Crew of an Ocean Liner.

First-class ships muster from twelve to fifteen men in each watch, and all of these are shipped as seamen. Of course the majority are only such in name, though there is always a definite number of sailors among them. Indeed, to fly the blue flag at least ten of the crew, in addition to the captain, must be enrolled in the naval reserve, and to be an A B there one must hand, reef, and steer deftly. These are the people who in port stand by the ship; that is, those who take, as required by law, their discharges in Liverpool on the return voyage and continue to work on board at fixed wages per day while the ship refits and loads. All hands, from the skipper to the scullion's mate, must ship at the beginning of each run—must "sign articles" as it is called—before a board of trade shipping master. As the law has always regarded Jack as "particularly in need of its protection, because he is particularly exposed to the wiles of sharpers," great stress is laid in these articles upon his treatment, and therefore they exhibit in detail the character of the voyage, the wages, the quantity and quality of the food, and a dozen other particulars which evidence the safe-guards thrown about these "wards of the admiralty" by a quasi-paternal government. Jack knows all this, and be sure he stands up most boldly and assertively, at times with a great deal of unnecessary swagger and bounce, for all the articles—"his articles"—allow him.

The boatswain selects the ship's company, and the sea-birds flutter on board usually a few hours before the vessel hauls into the stream. They fly light, these western ocean sailors, and their kits are such as beggars would laugh at even in Ratcliffe Highway. Generally they are in debt to the Sailor's home—they pay sev-

enteen bob a week for their grub and lodging—and many of them just touch their advance money, as a guarantee of receipt, and then see most of it disappear, for goods fairly furnished, into the superintendent's monk-bag. But they are philosophers in their sad way, and are apt, if they find themselves safely on board with a couple of shillings in their 'baccy pouches, with a pan, an extra shirt, a pan-ikin, a box of matches, and a bar of soap, to feel that the anchor can't be tripped too soon as they are equipped for an adventure anywhere, even to the "Hinjies, heast or west," as their doleful ditty announces.—*Scribner.*

Where Fortunes are Won and Lost.

I never pass Wall street but I am filled with wonder that it should be such a narrow, insignificant street. One would think it would need more room for all that goes on there, and it is almost a surprise that there is no visible sign of the fortunes rising and falling, and of great manœuvres and attacks which emanate in that 200 yards, and which are felt from Turkey to Oregon. But it seems just like any other street, except for the wires which almost roof it over, and that the men one meets in it are different in mien and manner from those one meets in upper Broadway; they wear a sharp, nervous look, and they stoop, as if they had grown so from bending so often and so intently over the momentous strips of paper tape. It is rather interesting to think that the man who brushed past you may have been but a few years back one of the uniformed boys who run with cable dispatches to the floor of the exchange, and that he may in a few weeks time be looking for a clerkship in one of the banks which he did not succeed in breaking. The broad statue of Washington, with its shining knees and dusty coat, always seems to be in the most incongruous position here. Unless it is that he is guarding the sub-treasury behind him, and that his uplifted hand is meant to say to the bulls and bears—so far can you go and no further. It is a most suggestive place, is Wall street, and one feels more easy when one gets out of it into Broadway again, where mobs of men have not swept up and down howling and with white faces, and where black Fridays make no visible sign. After you get out of Wall street, it is worth while to step across into Trinity church and note

how far away the street seems, and how calmly grand the church is, with its high pillars meeting the great arches, and with the sun stealing through the gorgeous window at the west. It is almost like the cathedral of some sunny, sleepy English town, and you are not brought home again until another sight-seer like yourself opens the screen doors, and you can hear the shrill whistle of the car-driver just outside, and his ejaculations on the head of the gentleman on the box seat of the ice-cart, who will not give him the track.—*Scribner.*

World's Fair Notes.

France, Great Britain, Spain, Venezuela, Mexico, Salvador, Guatamala, Nicaragua, Honduras, San Domingo and Columbia have formally accepted the invitation to participate in the exposition. Informal information has been received of the acceptance of Russia, Japan, Peru, Brazil and a number of others.

Theodore Thomas, it is announced, will be musical director of the exposition, and Prof. Tomlins choral director.

W. T. Baker, who succeeds L. J. Gage as president of the local directory, is president also, of the Chicago Board of Trade. He is a democrat in politics. His enthusiastic work during the past year in behalf of the exposition, together with his recognized ability, secured his election as head of the directory.

The Art and Trades Association at Vienna has declared in favor of the artists and manufacturers of Austria making a creditable exhibit at Chicago, and has urged the government to assist them to do so.

Dr. J. F. Fox, Member of Parliament for Kings county, Ireland, visited exposition headquarters recently and assured the officials that there will be a fine exhibit from the Emerald Isle at Chicago in 1893.

Peru will hold an exposition at Lima in July, 1892, and transport the greater part of it to Chicago in 1893.

Japan will spend \$500,000 upon its exhibit. Its trade with the United States amounts to \$25,000,000 annually.

Abraham Monokad, a Syrian residing in Damascus, wants to produce at the fair a portion of "The Street Called Straight," and the house of Cornelius, in which the Apostle Paul was converted, and to exhibit a dozen of his countrymen engaged

in embroidering, playing and singing national airs, and making and serving coffee in Syrian style.

The department of publicity and promotion, of which M. P. Handy is chief, is sending out in six or seven languages between 3,000 and 4,000 separate pieces of World's fair literature daily. They go to about 20,000 newspapers and 5,000 individuals and commercial agencies, etc., in nearly every nation on the globe.

It is announced that the lady managers will soon send Miss M. B. Schiller, of Pittsburg, to Columbia, Venezuela, Ecuador, Peru, Bolivia and Brazil; Miss Ellen A. Ford, of Brooklyn, to Chili, Argentine Republic, Paragua, and Uruguay; and another woman, yet to be selected, to Mexico and Central America. This is in accord with a recommendation of a committee of the board of lady managers.

Chief of Construction Burnham has appointed Dion Geraldine superintendent of buildings of the exposition. He expects soon to have 100 draughtsmen and fifty surveyors at work.

A Boston orchestra, composed of young women, has offered to furnish music at the Women's building during the exposition.

Kearney, Neb., has an incorporated "World's Fair Excursion and Investment Company," with capital stock of \$100,000. It invites persons to pay to it \$52 in installments of 50 cents a week and agrees for that sum to take them to and from the World's fair in special trains, pay for their meals en route, and their living expenses for a week in Chicago at the best \$3 per day hotel, and furnish them tickets for admission, guides and printed information.

Some girls do up their hair at night
In papers for a curl,
And others let it fall around
Their shoulders in a whirl.
Still others tie it in a knot—
At them we do not scoff;
But we snicker when we see the girl
Who simply takes it off.

—[*Brooklyn Life*.]

Some girls are favored with a "form divine"
Without artificial aid,

And others are "slim as a rail."

Still others are indebted to science and art
For the heaving breast and the rounded bust,
Yet we do not wish to scoff.

ut the girl wakes a feeling of wild disgust,
Who simply takes them off.

The Fountain of Youth.

"Fine country this," squeaked a little, dried-up specimen of humanity to his fellow passenger, on a Florida railroad, the other day.

Fellow passenger nodded assent.

"Quainted 'round here?"

"A little."

"Are we very far from the spring?"

"What spring do you mean, this spring or last spring?"

"Oh, come now, don't spring that old chestnut on me. You know what spring I mean well enough.

"Well enough I don't though."

"Why the spring that Mr. Pounce D. Lion discovered in Florida. A man bathes in it and he comes out just as young and frisky as he ever was.

"You mean the Fountain of Eternal Youth?"

"That's it; but I'll be eternally durned if I could remember the name."

"Oh, that's right on this line; we'll come to it by and by. The railroad company uses it to supply a water-tank."

"You don't tell me! Must make a locomotive pretty frisky to draw water from that spring."

"It does. It fairly jumps the track once in a while."

"Well I should think it would. I believe I would jump the track myself if I could get sight of it. Let a feller bathe in it?"

"In the locomotive?"

"No; in the spring."

"Yes, and fall too. Say where are you from?"

"I'm from Connecticut."

"Looking up an orange grove?"

"Well p'r'aps. Did you ever see this Pounce D. Lion?"

"Oh, yes; I know him well. He's a neighbor of mine."

"You don't say! Did he really get young again after taking a plunge into that spring of his'n?"

"Young! Why, he was so young a guardian had to be appointed over him right away, he was put into the infant class at school, and it was years before they would accept his vote at the polls."

"Say, stranger," cried the little old man, springing up and looking out of the window, "are we anywhere near that tank now?"

"You want to find it, do you?"

"Well, I kinder promised my wife when

I left home that I would sort'er look it up. Any land around there for sale? I jes want a little building lot, you understand. I can put up with anything till I can move the old woman down here. She'll be disappointed, I know, if I don't locate near that spring, for she is no spring chicken herself."

"Now, own up; you've come down to Florida just to find that spring?"

"Could you pint out a man who has tried it?" said the little old man evasively.

"See that young fellow sitting on the wood box?"

"Yes."

"Well, he was near a hundred when he came down here. But he fell into the fountain one day——"

"You mean he stumbled in?"

"Yes, he just stumbled right in by accident, because he wasn't looking for it as you are, and he was changed so quick that a policeman standing by arrested him."

"Under what ordinance?"

"Under the ordinance forbidding boys bathing in public in the daytime."

"Junction City! Change cars for Orangeville!" cried the brakeman, and as I was going to Orangeville I wasn't able to hear any more of this interesting conversation.—*Texas Siftings.*

The Fast Special.

Last Friday night a fast special tourists train from the Pennsylvania system, went east over the Milwaukee road, and a large number of our citizens were at the depot to see the train pass. The train was in charge of Conductor Fred L. Moore from Council Bluffs to Marion. It was pulled to Perry by Engineer S. A. Southers, in 2 hours and 41 minutes, a distance of 124 miles, making the fastest time the party had had to this place, and beating the record on the west end run, 9 minutes. From Perry to Van Horne the train was pulled by Engineer Henry Nichols, and had he not been "called down" he would have made the best and fastest run ever made over the Chicago & Council Bluffs Division. Owing to his restraining orders, he only made Van Horne in 2:43, when, if permitted to run, he could have made it in 2:15. By the fast runs on the Milwaukee the scheduled time from San Fran-

cisco to Chicago had been made up when the train left Perry, and the speed was greatly reduced east of here. The train consisted of six Pullman cars, the last one on the train being an observatory car. The tourists consisted of officers of the Pennsylvania system and several millionaires. The party traveled in great style and evidently they could afford to.—*Perry Advertiser.*

Increase of Vision.

(BY S. E. F.)

As time passes by
But few will deny
Their eyesight fails in precision.
Yet many can say,
As years pass away
They meet with "increase of vision."

The young man parting
From home and starting,
Can see right ahead, great success?
His father's counsel
Cautioning, sounds well
But—he slights it and sees distress.

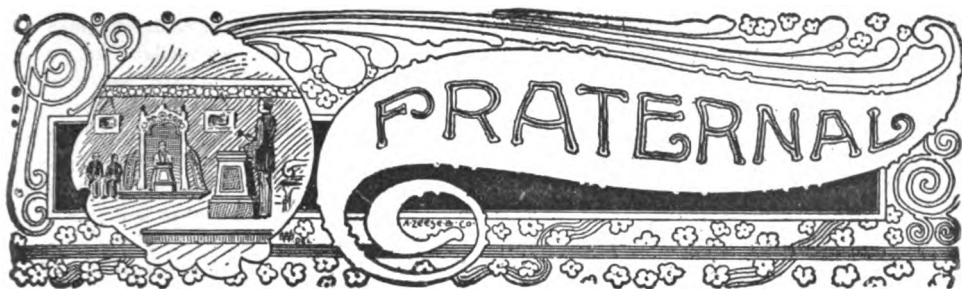
The young girl in "teens"
Her preference screens
For the dude who is her delight.
In Mother's "beware!"
She sees "too much care?"
Deserted, sees mother was right.

The young Christian's zeal
Magnifies, they feel
The narrow way plainly appears?
At "three score and ten"
They see better, when
Missteps mark the living of years.

Wealth, power and fame
Attached to one's name
In pursuit, seem worth the trying.
Sacrificing friends
To gain all these ends,
Attained, look unsatisfying.

Old Brown (bringing out the strap)—Do you know why I'm going to whip you, my son?

Little Johnny—'Cause I'm small. If I was as big as that man next door, who called you a liar last night, you wouldn't put a finger on me.



Mt. Hood Division No. 91.

LaGRANDE, April 7, 1891.

Editor Railway Conductor:

Not long ago I believe you were made acquainted with the fact that our honorable Chief would be needed at Omaha; likely you know what followed, and for the good of the faithful will try and give the whole matter the origin of the imaginary trouble and the result and settlement and ask in all sincerity, can there be no way devised whereby this foolishness can be stopped? A few who are of the kind I told you of some time ago, narrow-minded, hot-headed, impulsive, etc., believed, or was led to believe, that they had a kick coming, and this "kick" was put and carried by a class of men of limited experience, who, as a rule, are now better paid for their services than they could hope to earn on any other road in this part of the country. The old schedule and the new are one and the same with the exception of one or two slight changes that really amount to nothing. The result is that there has been a great fuss created over nothing.

The Committee made a trip to Portland to interview the management which was given to understand that the Committee represented the whole force of employes in train service; while the truth is that the Committee was the product of a union meeting. It was argued that if it could be found that there existed sufficient grounds for complaint that men were in any way abused, overworked, suspended or discharged without cause, investigations refused, short on schedule pay, or in any way imposed upon, then by all means make division room work of it in the respective division rooms, and make a legitimate business of the grievances; put it in proper shape and present it properly backed up by facts and reason and undoubtedly it would be adjusted satisfactorily to all concerned, and if there was any credit to be given let the O. R. C. and B. R. T. take equal credit for settling a trouble gentlemanly and peaceably. It's not unlikely that they would be as well pleased to be treated and called gentlemen as to be dubbed a mob of strikers and ignored. So far as can be

learned nothing has been gained to strengthen either Order, and no reason why either should be, having no interest in the proposed tie-up. Is it possible that we are to pay to the respective Orders our dues, get a card to roam the country, pay our insurance, grasp each other by the hand and fellowship with all who may wear a badge and call each other Brother, and even talk over division room work as Brothers, and then when it comes to a test and want to settle a trouble it can be settled only by a union meeting.

Why are we organized? Why our Grand Chief we so much honor and respect, why our insurance? Why do we persist in claiming an existence? What have we here to look forward to? This part of the system has been a hot-bed for the last two and a half years, a continual howl. You can imagine how pleasant it must be to an official who is inclined to do right and give all equal and right treatment and still wide of the mark on something.

We have had as assistant superintendents Ed. Lyons, E. B. Coman, D. W. C. Perry, now J. P. O'Brien. The first and last have given better satisfaction and enjoyed the confidence of the employes.

As general superintendents C. N. Johnson, who was our superintendent for years, and H. H. Crocker from last July to the first of April. Now we have Mr. E. Cookingham; Mr. McNeal as manager.

You will conclude after looking over the changes that have taken place within two and a half years that the mountain and river divisions are no bed of roses for officials.

Now if the whole matter could be made to work differently; that is, get the good will of the men to whom they of necessity have to look to for their success as officials, likely there would be less of this wrangling and dissatisfaction. The matter is this, we know that when the B. L. E. and B. L. F. want to adjust any differences between themselves and the company, the different subjects are arranged properly in their division rooms and properly presented and honestly gained

They have not been compelled to call a union meeting and solicit outside aid to fight a question with the company. They did as they should do and no cries of strike or tie-up was heard from them.

With brakemen and conductors it has been nothing less than a sham. A meeting was called, loud talk and a wrangling for honors took place; in no time all was cut and dried. Three cents per mile, brakemen; four cents per mile, conductors; \$125 per month, work train conductors. The other *wants* were gone over with finally 12 hours was to constitute a day's work. It was virtually a copy of the old schedule for the balance of the kick. The principal *want* was a reduction of hours. On old schedule, 15 hours on west end LaGrande to Umatilla, 14 hours on east end LaGrande to Huntington. All that has been gained by all this fuss and humlitation is now overtime begins after thirteen and a half hours, and on east end after twelve hours. With a provision for a Baker City swing that has not been made a half dozen times in two years, and no provision for a Wilbur swing that is frequently made in summer time.

Work train conductors get a raise of 28 cents. This is substantially all that has been gained. Besides this it has been fully demonstrated that something should be done to further the interests of the Order. Send a worker out here to look this matter up; it's worth the trip.

Eleven names appear on petition for a charter. When it was first talked of everybody wanted it; you would think by the talk that fifteen minutes would be none too soon, but with that it ended. All the signers are members of different divisions with one exception, and many others to come in when organized. You will see by the new schedule what the union meeting has accomplished.

Our present assistant superintendent, M. P. O'Brien, is a gentleman whom any one can approach confident of getting a hearing and justice, and I believe he would be favorably inclined to any arrangement whereby the Order would be benefitted. There has been great cry and little wool. Verily that which seems to be is not, and that which is is not yet known, etc. The end has not justified the means.

Yours in P. F.,

91.

WILKESBARRE, April 10, 1891.

Editor Railway Conductor:

I am now a full-fledged member of Wyoming Division No. 160 and am very proud of it. We held our first meeting Sunday, April 5, in the new hall in the Osterout building with about 26 members present. A very good showing, but not

what it ought to be out of 60 members. Every Sunday there is initiation. No less than four took the third degree last Sunday and petitions in now. Division 160 is in a fair way to become one of the leading Divisions of the Order, every member will try and attend all the meetings. To make it a success we must all of us endeavor to attend. It is very discouraging to meet on Sunday and not have enough to fill the officers' chairs.

Brother Keithline, our worthy secretary, deserves special mention, as he is always on hand. His children do not keep him away like Brothers Marsden, Gilligen and Hufford. As for Brother Finley, he is very good to attend unless there is an election of officers, and then he, too, is conspicuous for his absence. Brother Bennett, our delegate to St. Louis at the coming convention, is trying to become familiar with the wishes of the Division. I think a number of the Brothers are taking time by the forelock and getting into the insurance. I think I can say that Division 160 is in better shape to-day financially and otherwise, than it ever was. A great many of the D. & H. conductors left some time ago because some things did not suit them. But they must remember the oath to abide by a constituted majority, and above all to remember their obligations.

I am not posted enough in the Division to give the names of other members who belong to Division 160, but will in the near future.

Yours in P. F.

RUDOLPH.

Pensacola Division No. 199.

Editor Railway Conductor:

It has been some time since the Brothers at large have heard anything from Division 199, O. R. C. I would therefore ask you to bear with me for a short space of time.

Division 199 O. R. C. is located way down here in the land of flowers, at the Gulf City of the South, Pensacola, Fla. It has now a membership of 24, having taken in 6 new members within the past year, and we are now in a prosperous and growing condition.

At the last annual election of officers in December last, the following named Brothers were elected:

E. A. Wallace, C. C.; C. E. Butler, A. C. C.; J. F. Rawles, S. C.; Julius Eggart, S. and T. Charles Frank, J. C.

Brother D. R. Caffey was selected to raise the wicket at the inner door, and the latch of the outer gate was placed in charge of your humble servant.

Brother E. A. Wallace takes charge of the gavel in such a graceful manner that every sound of it reminds us that his heart and soul is filled with the interest and good of the Order. I would state right here that only two months ago he took to himself, for better or for worse, one of Pensacola's most charming daughters, and he is now the happiest man in the country. We have chosen him as our delegate to the Grand Division. He will be with the boys in St. Louis, and when they shake his hand they will agree with me that he is one of the jolliest boys that ever pulled the bell cord or punched a long leaf coupon ticket.

Our Brothers are all in favor of federation, and right here I would state that I think the system federation a good thing, but I think a national federation far better. However, the time to decide that will be at our Grand Division, the event of which we all look forward to with much pleasure.

I take pleasure in inviting any Brother who may chance to pass through our section to stop over and we will guarantee them a good time.

J. R. KEELING.

Thanks.

MARION, Iowa, April 10, 1891.

Editor Railway Conductor:

We, the undersigned, wish to tender our sincere thanks to Division 268 O. R. C. for the beautiful floral pillow presented on the death of our mother, Mrs. Belville:

MRS. C. J. HAGERTY,
MRS. WM. GATES,
MRS. D. S. BEATY,
MRS. JOS. OBERHOLTZER,
MRS. G. PETERSON,
MRS. M. M. BURGHER,
MRS. A. SIMSON,
MISS L. L. BELVILLE.

Not Opposed to Organisation.

MEMPHIS, Tenn., April 9, 1891.

Editor Railway Conductor:

I notice in the *Railway Service Gazette* of March, the charge that Trainmaster Klepper, of the N. N. & M. V. at Paducah, is strictly opposed to and will not hire anyone belonging to the various railway orders, which does Mr. Klepper a grave injustice. My knowledge of that gentleman is that he is too far seeing a man to draw the line at any one organization, but does emphatically draw it on the bum and hoodlum element of any order that may strike him for a job; and for the benefit of the O. R. C. I will state here that conductors under Mr. Klepper are all, with very few exceptions, members of the O.

R. C. The writer has every reason to believe that the kick (coming through the source it does), comes from the B. of R. C., as several of them came here a short time ago and applied for trains, but having the appearance of the aforesaid element, met with a very flat refusal; but on their general appearance only, and not because they belonged to an order of any kind. And if the author of the article in the *Gazette* will take a little time and investigate, he will see the error of his charges and can also rest assured that if he or they undertake to teach Mr. Klepper that threatened lesson, they will find in him a very dull scholar in that respect, or the writer is a very poor judge. I remain,

Yours very respectfully,

JUSTICE.

Stanton Division No 139.

KNOXVILLE, Tenn., April 8, 1891.

Editor Railway Conductor:

Twelve long months of careful reading of your valuable journal has failed to observe a single item from the correspondent of Division 139. Therefore, I am constrained to say something in the interest of this growing Division, which seems to be in keeping with many others of our noble Order, having taken a new life and is rapidly growing in membership, and ere long will take its place among the largest Divisions. Our meetings are being well attended and universal interest manifested at all times on matters pertaining to the future as well as the present success of our Order.

The boys on the E. T. V. & G. are regretting the loss of their master of trains, Capt. Beauprie, who has been very deservedly promoted to superintend the Ga. division. Capt. Beauprie is very popular and at all times the friend of the conductor, and is one of the most efficient and courteous railway officials in the United States. We congratulate our Brothers of the "Pea-nut Division" on having been so fortunate as to secure him as their executive.

The past year has been, under the able management of our C. C., a very prosperous one, and with the valuable service to be rendered at the next meeting of the Grand Division will, ere another year rolls around, see our Order prospering beyond expectation.

Our Division acted wisely in returning our worthy Brother, Captain Dick Yearwood, to the Grand Division for the third time. He is in every way a perfect representative and his becoming a permanent member is properly appreciated by our Division, which is always glad to honor him.

I trust we will soon hear from our "regular

correspondent. Wishing you all possible success, I am
Fraternally yours,

"STANTON."

[It will be twelve months more Brother "Stanton," if you write on both sides of the paper.—ED.]

Alliance Division No. 177.

ALLIANCE, O., Apr. 20, 1891.

Editor Railway Conductor:

As it has been some time since, we have seen anything in the MONTHLY, concerning Div. 177, I will endeavor to write you a few lines this bright and beautiful morning, giving you a short detail of Division No. 177. We are still alive and prospering, and the outlook is very promising of taking in more new material than any time since we have been organized. A number of candidates are on the carpet and several more to come in soon. This division has changed the time of meeting from third Tuesday to third Sunday, at 1:30 P. M.. We find we have a better turnout on Sunday meetings, than having them through the week, as the Pennsylvania Co. is observing Sunday, and not moving anything in the freight service except perishable freight and stock, so the Brothers have a better chance to attend the meetings.

Division 177 held their third annual ball in Goddard's Opera House, Alliance on April 16th, the evening was fine and a large turnout were to meet the occasion. Seventy-five couple were in the grand march. The Alliance orchestra furnished the music for the ball. Everyone seemed to enjoy themselves hugely, J. Murray Webb furnished and served the supper. The dancing lasted until the wee hours of the morning when every one went home feeling tired and sleepy, feeling as though they had done justice to the Order of Railway Conductors, as well as to themselves. There were something over three hundred tickets sold. Every thing went off nicely, and every one had a good time.

Yours in P. F.,
F. M. FOSTER.
Correspondent.

Palestine Division No. 77.

PALESTINE, Tex., Apr. 15, 1891.

Editor Railway Conductor:

Feeling somewhat encouraged after perusing the last copy of the CONDUCTOR, memory and the habit of gossip prompts me to send another little batch of news.

Many changes have taken place since writing my last. The official axe has decended with unerring force and effectuality, and while it has made

room for others, there still remains that feeling of expectancy, which we all feel when we miss those faces which have been so familiar for years.

These are the names of our Brothers and friends who are compelled to "go seek elsewhere:" Bros. Cobine, McCauley, Jenkins, McGuire, Hollinger, Sadler, Eddy and Fithian, while Mr. Van Camp resigned.

The following Brothers were promoted to passenger runs: Barefield, Hightower, Blount, Hardman, Hawkins, and our chief Bro. Staats. By the way, Geo. don't forget to come to Palestine soon, as I know a certain party who wants to see you awfully bad. We were honored with a visit from Bros. McCarthy, Turner and Betters, all of No. 76, a few days ago and they are "sure enough" men, and of the right stripe exactly.

I felt sorry for Bro. Turner after he went away. I knew there was something wrong, but could not fathom the mystery. But I know now, that we showed a breach of etiquette by not making arrangements for a "Hot Tamale" feast. I know they were all members of No. 76, but forgot that No. 76 was located at San Antonio. Well, come up again boys and we will treat you better.

Business on the I & G. N. has picked up some and things look more encouraging. We are sorry to note that on account of the poor transportation which other railroads gave our Houston stock after the I. & G. N. delivered it, shippers have resumed their old route. Well, they can't say we didn't get them there while it lasted. I was glad to notice Bro. Sarvic, "chief mate" on the pay car yesterday and I hope he didn't forget to take his corn cob along with him as I know he is rather inclined to be melancholy and lonely when he forgets it. Next trip I will give the names of some of our agents who are all a fine set of men and are with us heart and hand.

"Bob."

Minneapolis Division No. 117.

MINNEAPOLIS, Apr. 16, 1891.

Editor Railway Conductor:

There was a union meeting held at the Division room of Division 117, Sunday April 12, and a large attendance present, representing the larger portion of the Order of the northwest. Bro. E. Hamilton of Division 211 filled the chair and Bro. Sanders of Division 40 acted as secretary. Matters of all descriptions pertaining to the good of the Order were taken up and discussed, and as a rule unanimously favored, which they should be as the time has come when we should all stand together and make our Order second to none. The time is ripe and has been for some time when railroad men must stand together harmoniously.

politically as well as socially and work together to make their power felt. For any one that was not present I would say to attend their next regular meeting and ask their secretary to read the doings of this meeting. There was a provision made to have them printed and a copy sent to each Division of the Order so they could hear the feelings of the members throughout the northwest, and if there is anything they failed to mention, make a note of it and send to the Grand Division by your delegate.

I think if every member of the Order had been present and heard the remarks of Bro. Welch of Division 65, in regard to non-attendance to their meetings, he would feel guilty every time he could, and did not attend. And right here is the secret of any Order, to make it a success the members must attend. Every thing at present is working to the point and for the good of the Order. Attend your meetings and take a hand in it yourself and there will be no kick coming in the future.

I remain yours in P. F.,

COR.

Just a Little Kick.

STAPLES, MINN, April 29, 1891.

Editor Railway Conductor:

As you don't seem to have many correspondents in this part of the world, I will request a small space in THE CONDUCTOR, promising, if necessary, never to do so again. I frequently hear a Brother kicking outside of the Division room and it makes me feel like kicking back. Very many of us who who seldom get to a Division meeting and who never, or very seldom, make any effort to learn what is being done for our benefit, by either our Division or our Grand Officers, have a great deal to say about the Order being of little benefit. Now, my Brothers, if you will go to the Division room and do this kicking it may bring up a discussion that will do a great deal of good. No wonder you think you derive little benefit when you don't take interest enough to even learn what is being done. There is too little interest taken and too little work being done by very many of the rank and file of our organization. We join the Order, fold our hands, and leave all the work for some one else to do, expecting a great deal for nothing, or for the little our dues amount to. Experience teaches us that very little is ever accomplished in this world without individual effort on the part of those wish to better their condition. Some one has got to do the work. We expect too much of our Grand Officers. Stop and think, Brothers, of the many miles traversed by the hundreds of roads on which are employed thousands of Brothers. How can

our Grand Chief get to all of us at just the right time, when we need him to assist us in adjusting some grievance? In nearly every instance if he is at some distant point, and cannot come for some time, we must look for a situation elsewhere. That we have a kick coming there is no manner of doubt, for hardly a day passes but we hear of some brother being discharged, and in many instances he cannot even learn what was the cause of his dismissal. We have other grievances, but this I believe is the most serious of them all. We live in free America, where justice should be the crowning glory in the administration of all public affairs. Let us not only discuss this matter in the Division room, but take some action at once for the adjustment of this and other grievances that we kick so much about. If our Grand Chief cannot get around to all of us, why not give him some able assistants, enough so we can get one to any given point on short notice for an investigation, calling for positive proof, where charges are made against a Brother conductor? The fact that we are protected in our situations and cannot be discharged without cause, will be of great benefit not only to ourselves, but to the stockholders of our roads and the traveling public, who above all things wish for the safety of the train, the surest guarantee of which is the experience and capability of the conductor in charge.

Earnestly wishing that some good may come of the above poor effort, I am,

Respectfully yours,

A HEALTHY KICKER.

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Bucyrus Division No. 193.

BUCYRUS, Ohio, Apr. 20, 1891.

Editor Railway Conductor:

I have been reading the contents of CONDUCTOR very close hoping to find some of our members that would say a few words for this Division since it has been organized, (Feb. 15, 91.) Now as I am on the side track for a few days, I will cut off one and drop it on main track and take chance of its being polled into the waste basket. So here goes for 1st 38 on time, as Mike, the caller, says I have one hour and sixty-two minutes before leaving time. We have seventeen members in good standing, having taken in no new ones only by card. There are 22 through freight conductors that have regular cars, six local and eight extras. I think before six months we can show a membership of thirty or thirty-five as good O. R. C. men as can be found anywhere. Our C. C. is an old timer from way back. Bro. Gardner carries the scars of many years experience he received while in train service, but he is now dealing out coal to the boys. He is always ready to crack a

joke or tell some big fish story whenever the boys happen to drop in his office. Al is always ready and willing to give advice whenever called upon.

Our A. C. is one of the new members and has proved himself worthy of the office he has been elected to. The boys all think he is the right man in the right place. The majority of the conductors here are married, and I think Adam will soon be counted with that majority. Good luck to you, A. J. Bro. Curtis, our first S. and T. having resigned Apr. 5th, Bro. W. H. Miller was duly elected and installed on same date. Bro. Curtis is very short and thick and after running local six days a week he came to the conclusion he could not stand the pressure. Johnny is a great hustler on the way freight. Bro. Miller is one of our popular passenger conductors and is home every Sunday, although on the road from early Monday morning until late Saturday night. Billy is always on time on the first and third Sundays of each month. Our S. C., J. C., I. S. and O. S. are of first class material. Bro. L. E. has not shed his whiskers yet but the sun is getting pretty high up. Bro. J. E. does not like the idea of paying fifty cents fine for non-attendance when he is in town. That is all right John the boys have been very good in showing up.

I think we can let Bro. C. M. off with twenty-five cents for not showing up yesterday. But C. M. has been moving and had some papering to do, we will consider the matter and report next meeting. Bro. Ike pays strict attention to hot boxes and is always ready to fill them up when needed. That is right Isaac, do this and you will never lose any wheels. I would like to say a few words for all our members but will have to let her go this time, for fear a continued rod will be pulled out before it finds its way in the columns of the CONDUCTOR. A few more remarks and I am done. At our regular meeting yesterday (19th) W. H. Miller was elected delegate to the grand convention. We expect our C. C. will be there also. By the way we are going to have our first annual ball in Memorial hall, Bucyrus, Apr. 28, '91, tickets \$1.00. A cordial invitation has been extended to all members of the Order, as far as I know, and we wish all the members to come that can as we expect to have a grand time.

A few words for No. 26 and I will close. As I was a member of this Division before being transferred to No. 193, I always feel at home whenever I can attend a meeting there. Bro. N. B. is a short chubby fellow and is a first class chief. E. W. is always ready to transfer a flat wheel and knows how to take care of S. and T. office of No. 26. Bro. Stout, the A. C., is a genial good fellow always ready to help a deserving brother.

The rest of the members of 26 that I have met, I have always found them sociable and gentlemen of the first water. Bro. Deal, the O. S., is always on hand to welcome a visiting brother. One word to all: Brothers attend your lodge meetings whenever you can and wherever you may be, if you are in the Order for fun or for the sake of wearing a pin you had better stay out.

You must work and do what you can to help the Order along and you cannot do this unless you attend the meetings regularly when you can do so, then you will know what is going on and have a voice in everything that comes before the division and have no kick coming.

Hoping that my Brother Editor will not kick on this long letter and promise me he will not poll it into the waste basket, I will make a running switch of another one soon. Next trip I will give a pedigree of all the members. Come and see 193, one and all.

Yours in P. F.,

PUSHER.

DENNISON, O., April 21, 1891.

Editor Railway Conductor:

Below please find a list of officers elected for the year 1891, in new Division No. 178, Dennison, Ohio:

J. Fletcher, C. C.; John Hickey, A. C. C.; C. A. Snyder, S. & T.; L. J. Duvall, S. C.; A. C. Wisler, J. C.; H. E. Laughlin, I. S.; H. S. Aiken, O. S.; Delegate to Grand Division, Chas. A. Snyder; Alternate to Grand Division, Thos. Joyce; Corresponding Secretary, F. P. Crawford.

Name selected for the Division and to be known as Dennison Division No. 278. Days of meetings first and third Mondays of each month, at 10:30 a. m. The Division starts out with bright prospects, there being eleven charter members, all young men with the love of God in their heart. It is safe to say it will be way to the front in our ranks, as all seem determined to make it so, and if there are not good reports from this division I shall be very much mistaken, as we have lots of timber to work on.

Very truly yours in P. F.

CHAS. A. SNYDER.

MARCELINE, April 19, 1891.

Resolved, That we, the members of Marcelline Division No. 283, wish to tender our thanks to our G. C. C., Bro. Clarke, and Bros. Kimball 222, Hilby 222, Celleyham (J.) 222, Glennon 222, Burr 100 and Drake 109, for their assistance in organizing this Division 283 and extend to them a hearty welcome should they ever return to our city by the members of Division 283.

M. O. WILKINSON

"Protection."

April 28, 1891.

Editor Railway Conductor:

Once more I crave the privilege of addressing a few words to the Order through the columns of THE CONDUCTOR. The date of our next annual convention draws near. Probably in the history of the Order there were never more important matters brought before any past convention than will be brought up at this, our next. I consider that the future standing of the Order will be determined at this meeting. We are standing upon neutral grounds to-day, as regards the other employés in train service. They are watching us closely. Shall we advance, standstill or retreat? To standstill is, at the best, equivocal, to retreat would, in my mind, be disastrous, therefore, I say we must advance. Is this matter being discussed in our division meetings sufficiently? Are we giving this matter serious enough attention? I fear not.

Brothers, when the best interests of the Order are being discussed, do not sit still and wait for some other Brother to speak. The only waiting should be "for the Brother who has the floor to have his say out," then to your feet and let your voice be loud in the demand for "more protection." This is what we must have or fail. Encourage delegates by your words to work for this end. Has not the results of the action taken at last year's convention demonstrated that protection is what we require to be successful? Wherever we have co-operated with the other Orders success has been our reward. While many may say that we are strong enough by ourselves, is there any harm in striving to become stronger? Delegates to the St. Louis convention, do not come away from that convention leaving any room for doubt as to our instructions. Let all classes of train men understand that the Order is with them in trying to secure for all their just dues in the way of fair treatment by our employers and a fair share in the profits of the roads, which our fidelity, faithfulness and hard work helps to make profitable. Many of our officers would willingly grant us both, provided their hands were not tied by instructions from the owners of the property, they who never see the men, who consider them no more than a part of the machine which gives the means to enjoy all the luxuries of life, while we are allowed a pittance, barely sufficient to sustain life, allowing nothing for a rainy day. Do you not know, by past experience, that pleadings to these men are of no avail? It is only by showing such strength that in very fear they will accede to our just demands that you can reach these men's hearts. Can we show such strength alone? I am inclined

to think not. So amend our laws that every trainman in the country will be ready to take us by the hand and call us Brother, and declare that our cause is their cause. We have been in the rear guard long enough. Hoist our colors and to the front. Let us lead for awhile. We can take the post of honor; let us do it.

K. N.

An Opinion From the Outside.

SALT LAKE CITY, Utah, April 23, 1891.

Editor Railway Conductor:

Whilst I am a non-Order man, I am a conductor of some dozen years experience in the service, and I modestly ask that space be granted me in your valuable journal, if permissible under your rules, and my letter, in your good judgment, be deemed worthy of place among the many able and interesting ones deluging your table. There are but few conductors of to-day, I apprehend, who have been a number of years in the service and do not belong to some of the train men's Orders.

That the writer does not is a matter of choice, coupled with a possible dereliction of duty towards organized labor, when we review the great good being done by the different railway organizations for the amelioration and advancement of those in the service.

I believe I may safely say that I have taken as deep an interest in all things that concern us as a class, as many who are members and take no active part beyond occasional attendance at their regular meetings. But we find it so in all the various walks of life—some are "drones" whilst others are the "workers."

From the signs of the times one must readily conclude that the "workers" must needs double their exertions in order to keep pace with the gigantic strides of the great railway lines in their efforts for supremacy over labor. While they are "pooling" in order to give them added strength, does it not behoove their employés to be on the alert in their own favor?

As there is strength in unity of individual members comprising any one organization, it is patent to all that a blending together of all the different Orders for mutual protection and enforcement of just demands will assure success in a ratio much in advance of any action taken singly. In union there is strength. We earnestly hope to see the time when all the different Orders will amend their laws to admit of federation, compact and invulnerable to all wrongs and abuses destined for us as railway employés.

The conductors of this country should work together in harmony, and their cause be made a common one. A house divided against itself

cannot stand. And I believe it is the earnest desire of the thinking conductors all over the country that steps be taken towards an immediate consolidation in the interests of all. As I understand it, there are now three distinct organizations of conductors. This should not be! There should be but one shepherd and one fold. The Independent Order of Railway Conductors, in their severance from the old Order, have established a dangerous precedent—one at variance with all governments, both local and federal. Was this action anything less than mutiny? And on the other hand when the western conductors organized the Brotherhood of Railway Conductors, it was the direct outcome of the sentiments and truckling policy of those in annual convention who now represent the "independents." Can you doubt it? We believe that the birth of the latter Order embodied a principle, and that good will eventually come of it, though even now there is a cloud upon their horizon and growing daily. It appears that at the last convention laws were made making men eligible as soon as they commenced running a train, and the conductors on the Atlantic & Pacific who belong to Division No. 5, B. R. C., have entered a most vigorous protest. I understand this division in question is the most noteworthy in the Order, and their stand is being looked upon with alarm. Some of its members have already withdrawn and more of them openly avow their intention of doing so and joining the O. R. C. in anticipation of the St. Louis convention changing the platform in conformity with those other Orders who are federated, and thereby insuring membership in the Supreme Council. We trust everything will work out for the conductors' best interests and patiently await the outcome.

Yours respectfully,

JOHN BROWN.

The Bachelor's Reception.

TRENTON, MO., April 19, 1891.

Trenton can boast of a great many advantages. For a city of her size, in fact she is just a little ahead of anything in this part of the country.

We have Order men that are well and favorably known all over the union. Professional men that are a credit to any community. Politicians that are able to carry any legitimate party to success. But those people drop clear out of sight when they run up against our bachelors, known as *The Boys*.

When they undertake to do anything it must be just so, and it always is so, before they get through with it. They have been invited to all the high five parties given by the married people, until

they began to figure on how to return the compliment, and this is how they got even. They secured the Perry House for one evening, not some parlor or set of rooms, but the whole thing from cellar to garret. 150 people were invited to attend *The Boy's High Five Party*.

The mammoth dining hall was turned into a card hall for one evening. Twenty-five tables were arranged and one hundred people seated themselves to chance their fortune with the gilded deck.

Professor Weidhaa's orchestra had been engaged for the occasion and the large audience was treated to a thirty minute's music feast before the games began.

The Boys were rigged up in their best Sunday suits. White vests and diamonds was the order of the evening. More than one longing look was cast at them by the fair sex, and I predict that it will be necessary to take in a few new ones to keep the number up to twelve. See.

The hall was beautifully decorated and lighted by many colored electric lamps—in fact it was a glimpse of Fairy land, or just a little better, as we had Trenton's own fair daughters instead of the Fairies.

Fine silk badges were printed for each table with number and letters to match. Gold rings were attached to the badges, and when the game was completed the winner was presented with a silk ribbon which was tied in the ring. Those securing the most ribbons were the winner. Mr. Miles Harrison and Mrs. Frank Deming won the high honors, both winning seventeen out of twenty one games played.

After the conclusion of the games the players remained seated. The ladies holding their partners from the last game for the partner for supper. *The Boys* attired in Mother Hubbard aprons played dining room girls to perfection.

To say the supper was fine is placing it on too low a scale, it was just simply immense, every thing one could wish for and then some —.

After supper the gentlemen were treated to fine imported cigars—imported especially for this occasion. At 12:30 the guests departed unanimously voting *The Boys* the kings of entertainers.

Felix Belisle had made the party such a study that he talked it in his sleep, he was so wrapped up in it that he walked over an Italian fruit stand in Kansas city. He even directed conductor Dodge to a drug store to find out what time the Santa Fé would arrive.

Frank Biggers, head waiter, would have turned green with envy if he could have seen Scott Tinsman in that Mother Hubbard apron handling an angle cake like it was a switch list.

Nate Stein measured ice cream by the yard.

until Walter Fulkerson called him down, and gave him to understand it was on the market at 19 per cent.

Dr. Smith was called upon to amputate Frank Glover's corn which Mrs. Deming placed her chair on. Frank stood the operation like a little man, but I think he rather held it up against *The Boys*, as he shot a hot one at them when they wished him good night. Something about them cold beds, don't you remember Scott.

Ben Nichols and John Campbell were paying close attention to the married people. I wonder if they were trying to learn anything about married life. But then of course I know they were not, for they are too old. ain't they?

Henry Carnes can play a good game of high five when he is at some other party, but he was not in it as near as I could find out on this occasion.

Tom Witten is getting better looking all the time, and I cant see how *The Boys* are going to hold him for another term.

Abbe Stein says he is sorry he could not hold me for the after supper smoke, but then I am married, you know.

Supt. Ewing and wife, of Chicago, and Train Master Keith and wife, of Davenport, came down on their private cars to help make the party a success.

If any of the twelve take a notion to get married this summer, please call on me for a setting of eggs.
THEO. HEWES.

Oglivie Division No. 195.

MERIDIAN, Miss., April 20, 1891.

Editor Railway Conductor:

As there has at last been a correspondent appointed for Division 105, I will try and interest some reader for a few minutes. We have about 55 members and plenty of material to work on as soon as they have run the required time. Bro. H. Thorton, an old and popular passenger conductor on the A. & V., has been promoted to train master. Business at present is very dull with all the roads here, but expects to get better as soon as the fruit season begins.

Well, not knowing how this first trip is going to pan out, and not wishing to have too large an amount of 'hereafters' to settle, I will close.

Yours in P. F. FRANK.

AURORA, NEB., April 18, 1891.

Editor Railway Conductor:

Farewell to the Burlington route.

I thought I would bid the boys of Claud Champion Division No. 227, good bye, through THE CONDUCTOR, as we are pretty well scattered around the country, and don't know as I will see any of them before I go to hustle a job.

On April 16th, I informed Assistant Superintendent V. O. English to accept my resignation, soon as convenient, which he has done, and am not sorry he got a move on him, either.

Business is dull here and I expect to find it the same everywhere, but as I have the advantage of a good many of the boys I guess I will come out complete, as I am an O. R. T., and put in many a good long night on the N. P. holding my eyes open.

The editor of THE CONDUCTOR may hold my next numbers or continue sending them to Aurora untill he hears from me again. I am going to Lincoln to-morrow to take out the insurance, which I think more of the boys ought to do.

My trip will be over the U. P., O. S. L. and N. P. If I don't find anything in those regions I will head for old Mexico.

Very respectfully yours in P. F.,

A. L. GOODROW, 227.

BUFFALO, April 25, 1891.

Editor Railway Conductor:

It is with the deepest gratitude that I hereby acknowledge the receipt of \$2,500, the amount of my claim for total disability in the Mutual Benefit department.

I am slowly passing away with that terrible disease consumption, and I can assure you it makes the road seem easier when I know that I have done a little for the loving wife and children I have left behind.

If the Brothers only knew how happy that wife and children are to know they have something for a rainy day, I am sure every one of them who have not already done so would insure at once, and no better place can be found than in our own Mutual Benefit Department.

With sincere thanks to all Brothers of the Order, I remain
Yours in P. F.

C. W. JENNISON.

PLEASANT HILL, Mo., April 27, 1891.

Editor Railway Conductor:

At a union meeting held at the hall of Kaw Valley Division 55, Kansas City, Mo., for O. R. Conductors only, a number of matters to be brought up at Grand Eivision at St. Louis were discussed. Federation the most warmly of any, and national federation was proposed and carried almost unanimously. Carried, also, that stenographic service be had at St. Louis as for the best interests of the Order. As a whole the meeting was very harmonious. Representatives from a large number of divisions were present, and we were honored with the advice and assistance of G. S. C. Garretson, Chairman L. German, Secretaries J. Ashley 55, and George Elmer 117.
Yours truly in P. F. J. ASHLEY.



Ejection from a Train.

Bro. O. E. Hughes, chief conductor of Columbia Division No. 215, had occasion some time ago, to eject from his train, between stations, a passenger who refused to pay the excess fare required on the train; the person ejected sued the company by which Bro. Hughes was employed for \$10,000 damages for such ejection; the verdict of the jury was for the defendant and we give herewith, the charge of Judge Hudson to the jury which is one of the most forcible and plain statements of the rights of the conductor and passengers that we have ever seen. The trial resulted in a verdict for the defendant.

Gentlemen of the Jury: It is well and necessary in cases of this kind that you should have a clear understanding of what life upon a railroad train is, what the duties of railroad employes are, and what are the duties of citizens on these railroad trains.

A good deal has been said in regard to the regulations of the railroad company, and it is claimed on one hand that these regulations constitute the law of the land, and in so far as the regulation has a bearing upon the case at issue, that it constitutes the law of the case. Such is not my view of the railroad regulations—they are not the secrets of the star chamber, as they have been styled by counsel for the plaintiff. They are the instructions, the rules laid down by the railroad company for the guidance and government of its employes, the object of which is to inform the employe of his particular duty, and to exact of him the discharge of that duty. The purpose of the rule is for the wholesome, wise and proper conduct of these officers in the discharge of their duties to the company as well as to the public. In these regulations of the railroad company you will find their rules laid down for the government of conductors, ticket agents, freight agents and all the various employes of the railroad company, made for the purpose of informing those men of that which is required of them and to exact a faithful observance of those rules towards the company and towards the public. But the law of the land is that by which railroad companies are

to be governed. This case is to be tested by the law of the land. A railroad company is what is called a quasi-public corporation; it owes duties to the public, and those duties arise out of the fact that it is a common carrier of passengers and of freight. It is the duty of the company to have in its employment, good, honest, efficient, careful and watchful employes. That is one of the duties it owes to the public.

Now, gentlemen, a railroad passenger train is for the carrying of passengers, and upon this train all citizens of all ages, conditions, classes and colors, have a right to be carried, and it is the duty of the conductor representing the company to conduct himself in a polite, kind, observant, considerate manner toward those who are under his care. It is necessary that good order should be maintained on that train and that the passengers should be carried in comfort and in peace, and so regardful is the law of the duties imposed on the captain of the crew—the conductor—that our own law has invested him with the rights and duties of a trial justice in certain emergencies; he is an officer of our law as well as an officer of the company; the object of which is to give him the power to enforce order, to enforce discipline, to have peace, to have quiet and thus to protect passengers. It is important that we should have a good conductor, one who is prudent, one who is discreet and at the same time a conductor to be equal to every emergency should be a man of firmness; he should have the will, the moral and physical courage to discharge his duty towards all the passengers and to maintain order and quiet, and no one who has traveled upon a railroad train would fail to observe the fact that a conductor who will do his duty in this way, and who manifests it to the passengers, inspires the passengers on that train with a feeling of security, a feeling of respect; while the conductor who has not the moral courage, or the physical courage, but who is a puny man, a trifling man, who would suffer his passengers to be disturbed and run over by rowdies and by bullies, would inspire the contempt of his passengers, to say nothing of increasing their feeling of insecurity. It is a sacred

place in the eye of the law. Persons from abroad as well as at home have to travel at all hours of the day and night; ladies alone; ladies with children, unattended by any protector; children without parents—all of these are under the protecting care of the conductor, and the law invests him with the power to protect and imposes upon him the duty to protect them.

Railroads are our highways. It is too late in the day now to think of the transportation of persons and freight to be done by any more inefficient means than that of the railways; they are necessary, necessary to the development of the country, and the railway is demanded by all the requirements of commerce. Now, gentlemen, whilst the company and the officers of the company have their duties to perform, and are held up to the strictest line of duty by the stringent provisions of our statute, at the same time the people have their duties also to perform as passengers aboard the train; and it is just as much the obligation of a citizen to be quiet, orderly, peaceable and respectful aboard the train as it is he should be in society, and in fact, more so; because disorder upon a train traveling through the country at the speed of from twenty-five to forty miles an hour is a more frightful thing than disorder in the quiet walks of life upon the land; hence it is that the law is so stringent in holding these companies up to the full measure of care, diligence, promptness and vigilance, and hence it is that the law requires of the citizens the strictest obedience of the rights and privileges of the company.

Now, gentlemen, let's apply the law to Mr. Moore's, the plaintiff's testimony. When Mr. Moore refused to pay the conductor's fare when called upon so to do and his announcing his purpose not to leave the train, he committed an error and was a wrong-doer, for I instruct you that the conductor not only had the right under the law of the State, but under the instructions which he was acting under from the company, it was his duty to demand that, so that in demanding the extra fare he did not but obey the law; and when Mr. Moore refused to pay that extra fare, and announcing his purpose not to leave the train until he was ejected, he then subjected himself to the right, as well as the duty, of the conductor to eject him; and the conductor had a right, under the law, to use just as much force to put him out of that car as was necessary. Before proceeding further, I will notice the position taken by counsel in regard to the place where he should be put off.

Rule No. 146 of the company instructs the con-

ductor when one is found without a ticket, or that which is tantamount to being without, if he has an unlawful ticket or without a ticket that he shall be ejected at the next station. That, gentlemen, is a wise rule, and it is a rule in the interest of humanity; but it was never intended to apply to one who gets on at one station and is to get off at the next, whose trip is so short; because if it applied to cases of that kind a man could travel from here to San Francisco without paying one dollar of fare, because as he starts from one station, the train having gone on, the conductor would only have the right to put him off at the next; being put off at the next, he would wait for the next train, and by making station to station in this way he could cross the continent and not pay a cent.

Now, I instruct you that in this case the conductor had a perfect right under the law, and was in discharge of his duty towards the company—in duty bound to put this passenger off, who became a recalcitrant in thus refusing—to put him off just at that point, provided that at that point it would not be subjecting him to any inhuman treatment, like putting him off in a pond of water, or like putting him off in a dangerous swamp, or putting him off on a dangerous trestle—with the exception of that, he had the right, and it was his duty to put him off when he did. It was the defendant's duty, when requested, to leave the car without subjecting himself to the force and violence that he has narrated to you.

Having been once put off the train, it was the duty of the plaintiff to remain off, and he had no right to attempt to board that train by violence again, and if he attempted to board that train by violence he subjected himself to as much violence on the part of the conductor and his crew as was necessary to prevent him from thus the second time boarding the train, he had right to use force sufficient to prevent him from making a violent invasion or forcible invasion of the train.

If you should find from the preponderance of the testimony that the plaintiff, Mr. Moore, made that second attempt to board the train, and that when the conductor appeared upon the platform he committed an assault and battery upon the conductor, the conductor had the right to protect his own person as well as to protect his train from the unlawful invasion of plaintiff. He has the same right to resist personal violence as any individual has. He who is the aggressor and brings violence upon himself, has no right to resort to a court of justice, and to ask at the hands of a jury compensation for the damages which he brought upon himself.



Lines on a Journey.

TO MRS. R. J. COMSTOCK, MICHIGAN.

Hear the mighty engine coming,
 See her smoke rise high and clear,
 List, the ragged urchin, yelling,
 With delight, "Hurrah, she's here !"
 Now she stops, but quite reluctant,
 Seemingly, she longs to go,
 Puffing, as if quite impatient,
 As the crowd moves to and fro.

See the people at the station,
 Some, all smiles, and, some all tears;
 Here are faces young and hopeful,
 Others, *old* and creased with years;
 Some are coming, some are going,
 Dear ones meet, and, dear ones part.
 Some are holding fast each moment,
 Others, anxious that we start.

"All aboard," the train is moving,
 With its load of hopes, and fears,
 Leaving those who met, in gladness.
 Others, left in *parting* tears.
 On the train, is wild confusion.
 Some are searching for a seat,
 Others making bland excuses,
 After crushing some one's feet.

Some are reading, some are snoring,
 Some look pleasant, some look cross.
 And one fellow in the corner,
 Loudly questions, "Where's the boss?"
 Says he "thinks it's mighty funny,
 When a fellow pays his fare,
 For a ride, in varnished coaches,
 That he can't afford a chair."

Now some mother's darling tumbles
 On the floor and bumps his head.
 And a nervous woman screeches,
 "Dear! oh, *mercy!* is he dead?"
 But she had no need to question,
 For the bellows, loud, and wild,
 Show he's living, while the racket,
 Wakes another sleeping child.

Then, some kindly, hearted lad

In her basket makes a dive,
 After crackers, or a doughnut,
 For the youngsters, so alive,
 And, a bashful couple giggle,
 And, a cross man almost swears,
 While the "*Con.*," so cool and quiet,
 Goes along, collecting fares.

Now the train boy makes appearance,
 With his candy, nuts, and gum,
 While the children in a chorus,
 Beg their "ma's" to "get them some."
 Next he comes with books and papers;
 Latest news and all so cheap,
 Sacred books and books of romance,
 In one high confusive heap.

Now for just a few brief moments,
 Quiet reigns within the car,
 While the nature loving gazes
 On the beauty near and far.
 Landscapes in the richest colors,
 Come, and go, before their eyes,
 Lowlands, highlands, hills, and valleys,
 Stretching out, to meet the skies.

Now we near a deep, dark forest,
 Where the echoes, all around,
 Mock the engine's screaming whistle
 And the car wheels rumbling sound.
 Frightened squirrels hurry homeward,
 Startled birds forget their song,
 As like some huge living monster
 Madly sweeps the train along.

Out again into the sunshine
 With the same rythmatic sway,
 Whistling loudly for a station
 Where we've little time to stay.
 Buzz and bustle all around us,
 Quiet reigns supreme no more,
 While the coming and the going
 Crowd each other at the door.

Then we speed along our journey,
 Scenes, though varied, much the same,
 Seem like some vast panorama,
 In a swiftly changing frame.
 Noise and quiet, rain and sunshine,
 Order, bustle, jounce and jars,
 Nature, in a thousand phases,
 Meets the traveler on the cars.

N. DIXON HAHN.

COLUMBUS, OHIO, April 24.

Editor Railway Conductor:

We do not wish to lay claim to or appropriate all of the "Ladies' Department," and will therefore try and be as brief as possible, notwithstanding the fact that our subject is one upon which we should like very much to enter into details and would find it a pleasure so to do

On March 17th, in company with the Grand Secretary and Treasurer, Mrs. W. E. Higgins, we started east for the purpose of instituting a Division of our Auxiliary at Sunbury, Pa., and also at Camden, N. J.

On March 18th we installed Eastern Star Division No. 8 at Sunbury, with twenty-three charter members, all of whom took hold of the work with interest and enthusiasm. The installation of officers was made public in the evening, and, together with a splendid supper and social enjoyment, the evening was certainly a pleasant one. Before concluding our entertainment an opportunity was given the Brothers of 187 to take the degree for the conductors, all of whom were more than willing and stood the ordeal bravely, with one exception, that of the Chief Conductor, who was scared completely out. We think if Brother McAlpine could surmount the difficulties in his way, surely Brother Ammerman was needlessly alarmed.

During our pleasant stay in Sunbury we were entertained by Mrs. J. B. VanDyke and Mrs. Robert Kline, both of whom, with their families, made our visit to their city a pleasurable one and one not soon to be forgotten.

Our best wishes are with the ladies of Sunbury.

Our next place was Camden, N. J., but Sister Moore, of Philadelphia, having kindly invited us to stop with her, the invitation was graciously accepted, and she with Sister Waltse and the members of our Division of that city did all in their power to make our visit pleasant, and to say they *succeeded grandly* is a mild way of putting it.

On March 22d we instituted New Jersey Division No. 9, at Camden, and with the assistance of the officers of Erickson Division No. 5 of Philadelphia and the attendance of that Division in a body, the afternoon was indeed a pleasant as well as a profitable one. A refreshing tea at the home of Sister Gordon, and we were ready for public installation of officers, which began promptly at 8 o'clock. If smiling faces and pleasant words are indicative of enjoyment, surely all had a good time. We feel proud of the ladies of Camden, whose Division promises to be a flourishing one. But the Brothers! All of them too timid to take the Conductors' degree! Said the boat would leave us; we'd miss the last car, etc., etc. What a shame! Now, all ye conductors who are Sisters in the Auxiliary, I warn you that if any of these Camden conductors come knocking at your door, don't let them in, for they are not members. But perhaps we are a little too severe, for if they are

a little timid they are indeed generous and hospitable, and our thanks are due them for a delightful trip and day's pleasure at Atlantic City.

Soon after our return home, we were again called to institute another Division, this time at Frankfort, Ind.

With the able assistance of Mrs. G. M. Sauer, Past Grand J. S., of Ft. Wayne, Ind., we were soon the happy possessors of another Division. This Division is known as Easter Lily No. 10, is well officered, and has the hearty support of every member of Clover Leaf No. 254.

Here the conductors fell in line with those of Sunbury, and were initiated into the mysteries of the conductors' rank. We believe the stammering and blundering way in which some of them repeated the obligation that they considered our teachings pretty severe. Live up to your obligation, Brothers, and I am sure you will profit by it.

Through the kindness of the editor we take this opportunity to announce that the third annual convention of the Ladies' Auxiliary to the Order of Railway Conductors will meet at Columbus, Ohio, on June 9th, and convene at 2 P. M. for the transaction of business, at which time all officers and delegates are requested to be present.

MRS. C. E. RAGON,
Grand President.

Who Cares?

BY MRS. J. D. MILLER.

'Who cares for my soul, or who cares for my life
With its dangers and toil, its temptations and
strife?

Its six working days—more often it's seven—
No time and less chance to get ready for
heaven?"

"And railroading's risky, death comes unawares—
No time for the priest, repentance, or prayers.
'Now God rest his soul,' some kind comrade may
say,

"'Tis bad news we're sending to his home to-
day,"

"There'll be scant time for tears when they bury
their dead,
Tho' our women may weep, they must work for
their bread.

'Another hand gone,'—well, his place is soon
filled—

Who cares for the soul of the man who was
killed?

"The Lord Jesus cares, for He counts you his
own,
And living or dying, you are not alone.
He loves you, He loves you, and calls you by
name.

To seek and to save such lost sinners Christ
came."

"He was poor, He worked hard, bore ill treat-
ment and pain,
He died on the Cross, that men never again
Should say, 'No one knows—no one cares for my
lot.'

Uncared for by Him, e'en a sparrow fall not."

"Only come to Him, ask Him your sins to forgive,
He'll pardon you *freely*—as long as you live,
Aye, till death—after death—each sinner may
say,—

'God cares for my soul.' Oh, believe it to-day!"



A book that will create much comment is "The Railway Problem," by Mr. A. B. Stickney, of the "Maple Leaf." Mr. Stickney's statement in the late presidents' meeting in New York created considerable consternation among the magnates and no little surprise on the part of the public, though it was generally conceded that there was "more truth than poetry" in what he then said. The announcement made soon after, that the gentleman was engaged on a book which would verify the opinions expressed in the New York meeting, and in which railway management would be dissected and the "tricks of the trade" exposed by one who was on the inside; created a wide-spread interest; the book is published and it fully realizes the expectations. In the introductory, Mr. Stickney tells of his interest and experience in railways and railway management during the past twenty years and explains that his property is about evenly divided between railways and other investments, in order to convince his readers of his desire and ability to treat his subject without bias, although as to that we imagine that the general reader will be readily convinced by the book itself, of the intent of its author to speak fairly and that the criticism will come from his associates in the railway world and those who speak for them.

Mr. Stickney takes a pronounced position in favor of not only governmental control of railways, but in favor of absolute rates being made and enforced by the government by a department with a cabinet officer at its head. He condemns unqualifiedly the discriminations that have always existed and that now exist in spite of the law and the commissions and defends the Grangers in their attempts at legislation from the first; shows that no rates have ever been made, either by a legislature or a commission, that have not been reduced by the companies themselves, and illustrates by diagrams, the fact that following the taking effect of the Iowa Commissioners' rates, which were to ruin everybody, state and citizens included, the average rates of the Iowa roads were less than the Commissioners' rates; attention is also called to the discrimination permitted by the

different classification of roads, by which a road in one class is permitted to charge a higher rate than those in another class; a discrimination which has always been supposed, and admitted by those who have undertaken to legislate in regard to rates, was necessary and unavoidable, but which Mr. Stickney declares is not necessary and that it must be done away with in order to solve the problem. The position of the author is that railway charges are actually taxes and he makes a strong argument in favor of this opinion and compares them with the duties collected on imports by the government, and thinks that all rates should be made by the government and that no deviation should be permitted under any circumstances, no matter whether a shipment be a hundred pounds or a hundred car loads, and inasmuch as the weak road always does meet the rates of its strongest competitor at what are called competitive points, it should not be permitted to discriminate against the shippers at other points of its line by charging a higher rate.

One idea that is advocated by this book, is one that has always been urged by the writer, namely, a distinction between the carrying charge and the terminal charge. It is a well known fact that the terminal charges, or costs rather, on a shipment of freight, is the same for a short as for a long distance, and for this reason we have always urged that there should be a certain fixed amount for terminal charges, and in addition thereto, a specific rate per mile for the carriage, and this is also advocated by Mr. Stickney. An altogether new idea, however, so far as we know, is that of the author in regard to competitive points over routes of different lengths; in regard to this Mr. Stickney says the rate should be based on the actual distance between any two points in a straight line and regardless of the distance by any railway, and this seems to be a feature that is worthy of consideration.

We regret that we have not the space to speak further of this book, for it is certainly one of great interest to employes, particularly as many are trying to convince themselves that the farmers are their enemies and that they must oppose leg-

isolation in regard to rates whenever asked to. We hope every member of the Order will read the book, and read it carefully.

Among other things, Mr. Stickney says that the Granger laws have always been used in railway affairs exactly as the "bloody shirt" in political affairs, namely, to distract attention from the real facts or the actual question at issue. In comparing railway charges to customs duties, he says, "It is safe to say that if the Congress of the United States should enact a law which established on any commodity one impost duty for the city of New York and a different duty for other cities, or one duty for one firm and another duty for another firm, no matter how slight the difference, the people would resort to arms, if need be, rather than submit." Referring to the "long and short haul clause" of the Inter-State law, he says that "it has been an unfortunate provision and has probably done more than anything else to defeat the beneficial purposes of the statute; because, while it was evidently intended to specify only one out of many unjust discriminations, the prominence due to special mention has magnified the charging of more for a short haul than for a long haul into the chief, and apparently the only, evil which the law was intended to rectify."

The May *Century* begins a new volume, and in it are begun several new features of what *The Century* calls its "summer campaign." "The Squirrel Inn," by Frank R. Stockton, is one of the principal and most popular of these new features. The "Inn" itself is carefully depicted in a picture which is the joint product of the artistic skill and ingenuity of both the author and Mr. Frost, the illustrator. Mr. Frost brings out also several of the principal characters of the story—which promises to be one of the most curious and characteristic of Mr. Stockton's inventions.

The long promised papers (two in number) on the Court of the Czar Nicholas I. are now begun, the frontispiece of the magazine being a portrait of the Emperor Nicholas. These papers are by the late George Mifflin Dallas, in his day one of the most distinguished statesmen of the country. A brief sketch of his life appropriately accompanies the paper. Mr. Dallas describes minutely the social movement and the luxury of the court. He tells of "A Dramatic Visit from the Emperor," who came to see him *incog.*, on the minister's arrival, "A Court Presentation," the "Burning of the Winter Palace," "The Russian New Year's," etc. These papers furnish a remarkable contrast to those by Mr. Kennan.

"Pioneer Mining Life in California" is a de-

scription from personal experience of adventures and mining methods in 1849 on the tributaries of the Sacramento River and of the Trinity. It is a day-to-day description of the condition of mining life in '49 and '50. The writer is the Hon. E. G. Waite, Secretary of the State of California, and the narrative is supplemented by illustrations of typical character and by caricatures of the time.

Mrs. Amelia Gere Mason's articles on the "Salons of the Empire and Restoration" are concluded in the present number of *The Century* with a paper on some of the most prominent women of France, including Madame de Genlis, Madame de Rémusat, Madame Récamier, and Madame Swetchine, whose pictures with others are given.

Among the separate papers none is more striking than that of F. Hopkinson Smith, who made a special trip to Bulgaria to gather impressions for *The Century*. Mr. Smith entitles his paper "A Bulgarian Opera Bouffe," and illustrates it not only with photographs of prominent persons but with sketches from his own pencil. Mr. Smith's paper, though not professing to be a deep study of the situation, throws a great deal of light on current affairs.

The first article in the number is a paper by C. F. Holder entitled "Game-Fishes of the Florida Reef," strikingly illustrated after sketches by the author.

Ex-Minister John Bigelow gives a chapter of secret history which he calls "The Confederate Diplomats and their Shirt of Nessus." Mr. Bigelow shows how the institution of slavery handicapped every effort made by the Confederate diplomats, and he severely criticises the government of Jefferson Davis as lacking in knowledge of and regard for foreign prejudices, and wanting a firm hold of facts as they were.

St. Nicholas for May presents a very tempting table of contents, beginning with an imaginative poem, "Morning," by the late Emily Dickinson, whose work has been so cordially praised by the critics. Nora Perry's "Siege of Calais," a ballad with striking illustrations by Birch, will delight little students of history, who will also read the second paper on "The Land of Pluck," by Mrs. Dodge, with keen delight, supplemented as it is by two very interesting letters on Holland, in the Letter-box Department.

J. O. Davidson, the marine artist, has written and fully illustrated a short serial of adventure entitled, "Chan Ok," which describes the capture of a noted Chinese pirate of the present day; it is based on fact, and, indeed, but a few months ago a steamer was destroyed by these piratical Chinese outlaws in the very waters wherein the action is

supposed to take place. The excellent serials by Trowbridge and Noah Brooks are continued.

Among other attractions we find a clever bit of verse with pictures by Margaret Johnson, in which children of different nationalities extol their native foods; a verse by John Albee called "The Manners of Sheep"; an allegory, "A Lesson in Happiness," by W. J. Henderson; "My Microscope," an article on some interesting objects in miniature life, by M. V. Worstell; an amusing dialogue by Herford, "The Professor and the White Violet," and two slightly didactic pieces, "A Turning-Point," and "A Diet of Candy," wherein the young reader may find food for reflection sugar-sprinkled with fiction.

The Departments, and the usual delightful jingles and pictures tucked in between the longer stories and poems, force one to confess that *St. Nicholas* not only gives good measure, but generously inserts small extra bits wherever space can be found. In short, it is one of the few periodicals in the world which it is a pleasure to read "right through from cover to cover."

Outing for May is a capital evidence that the publishers meant what they said when they signified their intention of making every number of the magazine a step above and ahead of the previous one. Among the many attractions presented for May is John Seymour Wood's powerful new story of American college life, "Harry's Career at Yale." The author determined to tell a story of an American college boy truly, and show him as he is, leaving out the impossible incidents, too frequently crowded into stories with youthful heroes, and trusting to faithful description of wholly possible characters and events and his magnetic power as a writer, to produce a story that will live and have its millions of readers, like deathless "Tom Brown."

The opening chapters introduce impulsive Harry and crafty "Uncle Dick," the "old boy," who saves his nephew many a slip in approaching Alma Mater, "Brood's," the bogus "faculty," the gleeful "sophs" and the sadly sold "freshmen," all live and laugh, or blush and stammer, under the wizard hand of an author who knows human nature, and college human nature especially, and how to touch the heart of the great reading public.

A story of unusual power and strange plot will begin in the May *Cosmopolitan* and run through three numbers: The story of a man, who three times in his life undertakes to paint Jesus. As a young painter full of health and life, full of joy, he puts on his canvas a Greek ideal of strength and beauty; just as the picture is on the point of

completion, he learns to love a beautiful woman who returns his passion. After weeks at her feet he returns to his studio one day, and is filled with disappointment when he gazes upon the face of the Christ. It is the face of a beautiful heathen god bearing no impress of that divine love which the painter now knows must belong there. His canvas is turned to the wall, and inspired by love he sets to work on the image of a new Christ, who would be a God of Love. Again his picture is completed when a second great change comes over his life. She whom he adores turns from him to give her love to the Prussian officer whose Greek beauty had been the model for his first picture. Going back to work under the shadow of this deep sorrow, he looks at the face of Christ upon his easel, and sees that once more he has failed. There is the beautiful face irradiating love, but there is not upon it the refining touch of sorrow that must have been in the face of Him who was "a man of sorrows and acquainted with grief." There was this wanting. He must set to work again, and paint not only the beauty of the Divine Perfection, and the love that embraced all mankind, but the sorrow of the Man God who suffered for our sins.

Scribner's Magazine for May contains important articles in two notable illustrated series—the first of "The Great Streets of the World," and the second of the "Ocean Steamship" articles. A. B. Frost has made eighteen drawings for the "Broadway" article, which are as complete an interpretation of the varied life of that thoroughfare as Richard Harding Davis' picturesque and vivid text. Skillful artists, like Metcalf, Zogbaum, Denman, Broughton and Villiers make the steamship article very attractive and elaborate in illustration. With two such series of articles and a special fiction issue in August, it is believed that the summer numbers of this magazine will be remarkably interesting. The May number is noteworthy in fiction, containing the conclusion of the much-praised serial, "Jerry," and the first of a two-part story, "An Alabama Courtship," by F. J. Stimson ("J. S. of Dale"), the author of "Guernedale" and "First Harvests." In addition there are two complete short stories—"A Fragment of a Play," by Mary Tappan Wright, who wrote that weird tale, "A Truce;" and a "Toledo Blade," by T. R. Sullivan, author of "The Lost Rembrandt" and other short stories which have appeared in this magazine. There are also a short illustrated article by E. H. House, on the "Japanese Temples of the Ise," which for nearly two thousand years have been re-created in every detail, at intervals of twenty years; a carefully prepared paper on "Shakespeare as an Actor"—a phase of his career which is generally overlooked; and a brief and amusing essay on "Dream Poetry," with curious examples of verses composed in dreams.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. H. BELKNAP, EDITOR.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

WM. P. DANIELS, MANAGER.

WHAT SHALL BE DONE.

For two reasons the writer has refrained from discussing either in Division meetings, with individuals or in the columns of THE CONDUCTOR, the matter of federation of railway employés. The first of these reasons is that the writer was in May last appointed a member of a committee to investigate the matter and make a report and recommendation to the Grand Division, which will be in session before this reaches our readers, and for that reason he has thought that it would be somewhat out of place for him to even indirectly indicate either the action of the committee or his individual action and opinion from which any inference as to the action of the committee might be drawn; again, in view of the fact that he has in the past briefly expressed a preference for what is known as system federation, any open or public expression of any change of opinion would at once be attacked by those who are not particularly friendly to the Order, while it might give rise to a suspicion in the minds of some few members of the Order who have in the past spent some little portion of their time in circulating untrue reports, that any such change was simply a matter of policy to win favor. As this will not appear until after the report of the committee is made and the election of officers has been decided, both of the reasons that have applied heretofore are effectually disposed of and he may freely express an opinion and outline briefly some of the reasons therefor.

By way of a brief digression, we wish to say that we are not of those who pride ourselves on such a degree of consistency, so called, as to believe that an opinion once formed should never be altered, nor that it is in the least inconsistent to change when reason for the change, either in the way of argument or events, present themselves.

A recent editorial in *The Locomotive Engineers'*

Journal, takes occasion to criticise other publications and some of the officers of other organizations, for criticisms of some of the methods of the B. of L. E. and its journal, and whose general tone is of the pharisaical kind that is familiar, and which complacently pats itself and the officers of the B. of L. E. on the back for having made no advance in the past years and which in effect says, "Look at us! We formed our opinion years ago and neither time nor tide can change us, and no matter what comes, we will not change, but if necessary will 'kick against the pricks' rather than ever admit for a moment that we could have been wrong a single jot or tittle." And in this very complacent self-gratulation is evinced the most complete inconsistency; for while it is true that the position of Mr. Arthur has not changed in respect to federation, the position of many, if not a majority, has changed very materially, while the position of Mr. Arthur has been materially changed on points on which he, with self-assumed infallibility "laid down the law." This is written with no personal feeling whatever against Mr. Arthur, the *Journal* or any officer or member of that organization, for in our opinion the censure contained in the editorial referred to is not intended for us but is intended as a scourge for an officer of another organization in a roundabout way, though if it is intended to apply to us it would make no difference. We are of those who do not wish or intend to stand still and see the world go by us; we wish to keep up with modern ideas and intend, if possible, to do so, and would much prefer going "off at a tangent" and be compelled to retrace a little occasionally, to remaining in the time-worn ruts of what is mis-termed conservatism, but which in reality is a dogmatic refusal to listen to argument or be persuaded by the logic of current events. The writer has been termed "a crank" on some sub-

jects, and sincerely wishes that he had earned the title to it on more occasions. The man who first suggested the organization of railroad employes and to whom is due the founding of the B. of L. E. was denounced as the worst kind of a crank, and although the term is intended to be a reproach it is a fact that in all ages it is the cranks that have turned the wheels of progress and caused the world to advance, while our own nationality is due to the fact that a few "cranks" held a tea party in Boston harbor something over a hundred years ago.

To return to our text, however, we believe that under present circumstances the Order of Railway Conductors should make the necessary amendments to its laws and apply to the Supreme Council of the United Order of Railway Employes for admission. This is not written to influence action in this respect, for we believe that the matter is already practically decided and it is written with the hope that it may be of some benefit in bringing those who hold a different opinion to see that such a course is for the best. It has been asserted that system federation is impracticable for the reason that the organizations now in the Supreme Council are forbidden to enter into or encourage the formation of system federations and that all that is left would be such a federation between engineers and conductors; while this is an objection, we do not think it a practicable one or one that is by any means insurmountable if system federation had proved itself to be what has been claimed for it and what its advocates hoped for it. Had such been the case, we firmly believe that it would only have been a question of time when its superiority would be so demonstrated that other organizations would recognize it and become parties to it. It is true that occasions might arise and undoubtedly would arise when there would be a conflict of interests, and where conflict between the members of organizations in the Supreme Council on the one side and those in a system federation on the other might result, though we are loth to believe that such conflict would be at all probable. On a number of occasions, the Supreme Council or organizations which are members of the Council have practically formed "system federations" with other organizations on specific occasions and for specific purposes, and in such instances the result has been satisfactory. The great, and in our opinion, insurmountable defect in system federation, is the lack of control of members interested and the opportunity for those who consider no interest but their own to precipitate trouble, as was lately the case on the gulf division of the U. P., where a

strike was precipitated without cause and under conditions that those responsible for it are deserving of censure, and which but for the firmness and decision of Messrs. Sargent and Wilkinson and Brother Clark, might and probably would have created a disturbance that would have resulted in material injury to the Order and to its members there employed. It is true that in this and some other instances, the influence of the Supreme Council has not prevented causeless and injurious strikes by members of organizations connected with it; but it has succeeded in preventing any serious trouble and it has laws for the punishment of its members who precipitate and engage in such strikes, and in some instances at least those laws have been enforced with good results, while there can be no question as to the restraining influence of the laws over the average member. In brief, it has been demonstrated that with system federation, the radical influence is given an opportunity that it would not have were decisions in matters of difference to be made by those who are uninfluenced by personal interest in the decision and the same evil results follow in such instances as occur where mob organization, or rather *dis* organization, is attempted to be made use of. The remarks made in THE CONDUCTOR in reference to the disorganized efforts of a few radical employes of the U. P. in Oregon and Washington apply with equal and even greater force to this gulf division strike, for while the former only threatened "war" the latter precipitated it without giving the officers an opportunity to consider their demands or bringing the matter to the attention of the organizations of which they were members; in fact ignored the organizations and refused to consider a proposition from the general manager to return to work pending a consideration of their requests by a committee invited to Omaha. We might cite other cases and other arguments against as well as for system federation, and perhaps to be fair to those who still advocate it, cite the C. & E. strike as an example of what "system federation" can be; but this and some other exceptions in its favor do not do away with the objection noted nor does the fact that in the U. P. cases cited, the regulations under which system federation is, or should be formed, were violated, remove the fact that opportunity for excess and injury exist under it to a greater extent than under a general system. And this is one of those cases where even if the general practice had been favorable, the exception might and undoubtedly would prove as damaging as if it was the rule. It is usually somewhat humiliating to a person of self-respect to be compelled to admit error in opinions or conclusions, and it is not flattering to the writer to admit his

mistake in favoring system federation in the past; but as prefaced in this article, we believe it is a false self-respect that induces any person to persevere in an opinion after being convinced of its error, and that to be truly consistent, there are but few who must not admit error at some time or another.

System federation disposed of, there remains but an application for general membership in the Council or the formation of another national federation to be composed of only the Order and the B. of L. E., or of the two organizations named and possibly the dispatchers' and telegraphers' organizations. Officers of the Order have received suggestions in regard to the latter, from prominent members of the dispatchers' association, and there is no question as to such an alliance being a powerful one, but there are reasons why it is objectionable. We shall speak of but one now, believing that to be sufficient and one that certainly cannot be ignored. For the purpose of this article it is not necessary to consider the matter further than the question of a national alliance with the B. of L. E. is concerned, for objections to that would apply with equal force to any other and the matter of an alliance of the engineers and conductors has been discussed to no little extent of late and there is no doubt but many members of the Order and a not inconsiderable number of engineers are in favor of such action. A number of union meetings have been held between the members of the two organizations, and in several instances it has been the almost unanimous expression of the members of both organizations present at such meetings, that such action should be taken. In our opinion, under present circumstances, it would be disastrous to all concerned or interested in the train service; we believe that it would mean the building up of two forces in the country, that sooner or later would come into collision and which would result in the disruption of one or both federations and great injury to all organizations if not the death of some. We believe there not only is no need or occasion for two national alliances of trainmen in America, but that there is no room for two and while there would be no intention on the part of any one to make or permit them to be made rival organizations, it is, we believe, as certain as "death or taxes" that the time would not be far distant when there would be some conflicting interests of individual members from which would grow rivalry and strife between the alliances, while there is no argument in favor of any national federation that does not apply in favor of the one only. If there was no present organization it might be contended from a selfish standpoint in favor of the conductor and engineer only, that a federation between

the conductors and engineers only, or with possibly the train dispatchers added would be for the best interests of members of these organizations and such an alliance could undoubtedly dictate the terms on which other organizations could be admitted. There might be circumstances under which the writer would favor an alliance with engineers only, but the conditions are not now in existence, nor so far as we can discern, likely to be. We have no hesitation in expressing an opinion that experience will demonstrate that the present laws of the Supreme Council can be improved; indeed, we are egotistical enough to think that we could point out some little defects, but the members of the Supreme Council, with very few exceptions, have been and are liberal in their views and certainly no fault can be found on that score so long as they are willing to admit other organizations in exactly the same terms as those who organized the council. While there may, and probably will, be objection to the Order from one organization, we believe that from all others it can expect fair and friendly treatment and we believe as stated in the opening of this article, that under present circumstances, the Order should apply for admission. Should such application be rejected without assigning good cause for such rejection it would be no injury to the Order but on the contrary would place us in a better position than before and leave with the organizations composing the confederation, the primary responsibility for any conflict that might come through the Order seeking other affiliations. A rejection of the application however, is not in the least probable for that matter hardly possible with men of the character of the most of those who compose its governing body, while self interest alone would certainly prevent a rejection of any overtures from the Order, as the Order is more necessary to the permanent and final success of the United Order of Railway Employees than membership is necessary to the success and prosperity of the Order.

A MALICIOUS FALSEHOOD.

Since the issue of the May first number of THE CONDUCTOR, I have been informed that members of the Order are circulating a report that in the case of Moore against the Order, it was shown in evidence that the books of the Order had been mutilated, leaves torn out and false entries made. Such a report is entirely and maliciously false and has undoubtedly been started by some one in the interest of Mrs. Moore in order to provoke sympathy for her and it has been circulated, as I believe, with the intent to injure my reputation. I believe that any member who circulates such a

report whether with intent to injure or not, violates his obligation and one who does so secretly is certainly a coward. I have been unable to learn who originated the story or who has circulated it, further than that a member who claimed to be a delegate to the Grand Division, told it to another member who resides in Dubuque. Any person who circulates anything of this kind, whether a member or not, will have an opportunity to defend himself in court if he is not execution proof, if I can find who he is. I have paid no attention to numerous instances of misrepresentation that have been palpably incorrect and shall not notice such malicious attempts now, for in the end they will defeat themselves, but I will not rest under a charge that affects my integrity, but will in every case resent it and make an effort to punish the person who makes it if possible. It is probable that those who make such accusations know something of my disposition in this respect and for this reason dare not make such charges openly.

The office of Grand Secretary of the Order of Railway Conductors is no more necessary to my existence than I am necessary to the Order and it has been my honest desire to retire from the office for some time past, a desire that is well known to many intimate friends and I would not permit my name to be used now, but for the fact that my withdrawal would give to such curs as the editor of the *Railway Service Gazette* and those of his stripe who circulate secretly accusations that they dare not openly make, an opportunity to accuse me of being "scared" out and that I withdrew because of the fear of being defeated. Defeat has no terrors for me, but on the contrary it will be welcomed, and there is no member of the Order who will more cheerfully acquiesce in the election of another to this office than myself, and there is no member of the Order who will give to my successor, as well as the other officers and the Order in general, a more hearty support than will be given by me. It is only those who have maliciously slandered me who need fear any "smell of brimstone." Brother Honin of the *Railway News* is correct in his estimate of myself; there will be no secession on the part of myself or a single one of my friends, nor will there be any attempt, either direct or indirect, on the part of any one of us to injure the Order in any way, but we shall one and all, yield a cheerful compliance to the majority, and join with them in carrying out in good faith whatever may be deter-

mined upon at St. Louis, whether it is in exact accord with our personal ideas or not; but we, and when I say "we" now, I believe I include many members who perhaps wish to see me defeated at St. Louis, will make it warm as possible for the member who tries to stab in secret with false accusations. This will reach readers after the matter of the election is decided and too late to influence the decision in any way, so I have expressed myself freely because there can be no accusation that it is an attempt to "win votes."

WM. P. DANIELS.

THE TEXAS LAW.

FELLOW SERVANT.

CHAPTER 25.—[House Bill No. 386.]—An act to define who are fellow servants and who are not fellow servants.

SECTION 1. Be it enacted by the legislature of the state of Texas, that all persons engaged in the service of any railway corporations, foreign or domestic, doing business in this state, who are entrusted by such corporation with the authority of superintendence, control or command of other persons in the employ or service of such corporation, or with the authority to direct any other employé in the performance of any duty of such employé, are vice principals of such corporation, and are not fellow servants with such employé.

Sec. 2. That all persons who are engaged in the common service of such railway corporations, and who, while so engaged are working together at the same time and place to a common purpose, of same grade, neither of such persons being entrusted by such corporations with any superintendence or control over their fellow employés, are fellow servants with each other; provided, that nothing herein contained shall be so construed as to make employés of such corporation, in the service of such corporation, fellow servants with other employés of such corporation, engaged in any other department or service of such corporation. Employés who do not come within the provisions of this section shall not be considered fellow servants.

Sec. 3. No contract made between the employer and employé, based upon the contingency of the injury or death of the employé, limiting the liability of the employer under this act, or fixing damages to be recovered, shall be valid and binding.

Approved March 10, 1891.

As the copy for this issue of *THE CONDUCTOR* had to be prepared in haste before leaving for the Grand Division, please overlook its deficiency.

We are under many obligations for a copy of Vol. V of *The Switchmen's Journal*, elegantly bound in half morocco. Bro. Hall has our sincere thanks for the favor.

Brother F. M. Foster, Box 175, Crestline, Pa., has some Denver real estate which he wishes to dispose of and the particulars of which he will be glad to communicate on application.

The Charlotte, N. C., *Evening Post* notes the fact that Division No. 221 of the Order, which is located at that place, is in a flourishing condition and making new members all the time.

Samuel Gompers, president of the American Federation of Labor, in a circular denounces the charges that have been made against him by the *Duluth Tribune*, and repeated by the *Journal of the Knights of Labor*, as false and malicious.

A committee representing the members of the Order and the B. of R. T. employed on the C., St. P., M. & O. railway have just completed a conference with the officers by which a schedule of wages was perfected which gives general satisfaction.

Wayne Division No. 119 are arranging for a grand union meeting to be held in Fort Wayne, June 9th, which they expect will be a complete success and they hope will be attended by many of the delegates on their return from the Grand Division.

A great deal is said from time to time about the timidity of capital whenever it is proposed to correct crying evils by legislation. There is a great deal of truth in the statement. On the appearance of the least disturbance in political affairs capital flees to the strong box and selfishly permits the great middle and laboring classes of the

nation to take all the hard blows. This so-called "timidity" is only another name for unlimited greed and boundless cupidity.—*Huntington Democrat*.

Brother E. J. Pollard wishes to hear of his brother, J. N. Pollard, who was at Denver when last heard from. His mother is dangerously ill at LaCrosse, and any one knowing anything of Mr. Pollard will confer a great favor by advising Brother E. J. Pollard at LaCrosse, Wis.

Brother A. T. Manley, of Paris, Tenn., wishes to hear of or from Fred Macklin, a former member of Division No. 149. He was last heard from on the T. C. railway, but a rumor has reached his friends that he was fatally injured in a wreck near Birmingham. Any information will relieve the anxiety of his family.

The first grand ball of the new Division at Bucyrus was a complete success and the boys are to be congratulated. This Division gives evidence of the energy that will make it a prominent one and a force for good in the Order, and they are not handicapped, as the former one was, by a name that would weigh down the efforts of the most industrious.

No member of the Order who spends any portion of his summer vacation at Chautauqua Lake should fail to call on Brother S. T. Francis at the Maple Springs hotel where they will find all the conveniences of a first class place at reasonable rates. Brother Francis don't own any railroad or steamboats but he has a railway station and a steamboat dock right in front of his hotel that saves any transfers or summer resort hack prices.

We are in receipt of an invitation to attend a joint union meeting to be given by the lodges of the B. of L. F., S. M. A. A. and B. of R. T. at Scranton, Pa., Sunday, May 31st. The meeting is to be addressed among others, by Gov. Pattison and Lieut. Gov. Watres of Pennsylvania; and

Messrs. Powderly and Coffin besides officers of the organizations interested. We appreciate the invitation and will be glad to attend if possible to do so.

* *

The comment in Saturday's *Journal* regarding the use of intoxicating liquors to so large an extent in private cars brought out a statement from a Pennsylvania official that on their private cars it is a rule on business trips to carry no liquors. The strongest drink taken is lemonade. Neither is playing cards for money allowed.—*Indianapolis Journal*.

But intoxicating liquors are sold in every dining and buffet car that runs over the Pennsylvania lines.

* *

International Division No. 48 of the Order and Detroit Division No. 1 of the B. of L. E. will hold a grand union meeting at the hall of International Division, corner of Gratiot avenue and Farrar street in the Cowie block on Sunday, June 7th, and all members and divisions of the two organizations are invited to attend. The recent meeting held at the hall of Detroit Division No. 1 of the B. of L. E. was a successful and well attended one. In conveying the above information to us, Brother Sperry does not forget to suggest that Detroit is the place for the Grand Division to meet in 1892.

* *

It has been stated by Mr. Crawford that W. H. H. Hartman was dismissed from his position as superintendent of the Indiana Midland railway for inciting a strike among the employes. Mr. Crawford has attained some notoriety in connection with the Monon railway and so far it has not been of an enviable character. His accusation against Mr. Hartman is false, as he did not incite a strike nor have anything to do with it. He did endeavor to induce Mr. Crawford to arrange for paying the employes at least a portion of the five months' wages that were due them, but without success, and for endeavoring to procure for them the money that they had earned and that belonged to them, he was dismissed and an effort made to injure him. His dismissal should be a recommendation to every railway employe and every honest railway officer in the land.

* *

We regret very much to learn of the death of Mr. Samuel Harper, the respected father of Mrs. Smart, wife of Brother W. L. Smart, of Monon Division No. 89, who died in Louisville, at the home of his daughter, February 18th, after a long illness, of consumption. Mr. Harper was a de-

voted Christian, a true gentleman and a kind parent, and besides a widow and two daughters, many friends mourn his loss. Close upon this affliction, the dread angel of death again enters the home of our Brother, and tears from the embrace of loving parents the infant daughter, who was the consolation of the home in the previous affliction. Mable May died March 30 of pneumonia, after having gladdened the parents' hearts for seven brief months. The members of Monon Division tender the stricken parents their sincere sympathy.

* *

The May number of *The Firemen's Magazine* opens with an article by C. Wood Davis, published in the *Arena* for February, entitled "The Farmer, The Investor and The Railway," which is worthy a careful study by every railway employe in the land and particularly those who are inclined to regard the farmer as their enemy and to unquestioningly oppose all restrictive legislation for railways. The article is an able one and fully sustains the position taken by us in the April 15th CONDUCTOR in regard to Iowa farmers and Iowa railways. The *Magazine* prefaces the article by saying, "This *Magazine* from time to time has discussed the cost of railway building in the United States, the purpose being to demonstrate that if dividends were declared on actual cost, the roads could pay their employes better wages and make the distribution of the wealth they create more equitable." We regret that we have not space to reproduce the article itself.

* *

The reception committee who will have charge of the entertainment of the delegates to the annual meeting of the Train Dispatchers' Association of America at Toledo, Ohio, June 16, met at Toledo, Ohio, April 19, to arrange a program. The convention will meet on Tuesday and it is expected that the business will be concluded by Thursday noon, after which a pleasure trip will be taken to Detroit on a train leaving Toledo at 1 p. m. On Friday the delegates will be entertained at Toledo by the Brotherhood of Locomotive Engineers and Order of Railway Conductors and will be given a steamer ride to Put-in-Bay, where a banquet will be held. A display of natural gas will be given at Toledo Friday evening for the entertainment of the visitors and will be followed by a moonlight excursion on the lake. The Boody House will be headquarters of the dispatchers during the convention.



On March 8th the remains of the late Frank Rosenkrause were borne to their last resting place in Laurel Grove Cemetery, situated between the banks of the Delaware and Neversink rivers. Long will the day be remembered as solemn and eventful, not only by the sorrowing wife and son, whom he leaves behind, but also by a large circle of friends and acquaintances. The procession which followed the remains to the grave being large, made up not only of relatives, friends and acquaintances, but also of the Masonic fraternity, Port Jervis Lodge No. 228, and members of Neversink Div. No. 52 O. R. C. The ceremony at the grave was conducted under the beautiful and impressive ritual of the masonic order.

At the regular meeting of Neversink Div. 52, Order of Railway Conductors, held in its rooms, the following resolutions were unanimously adopted.

WHEREAS, The Grand Chief Conductor of the Universe has given the alarm at the inner door of our division room and called one of our number, Brother Frank Rosenkrause, to that better land, therefore

Resolved, That in Brother Rosenkrause we recognize one who filled the character of a true conductor, one who in all his relations to his fellow men in the community in, the Order of Railway Conductors, in the social circle or in his private walks of life was highly respected and honored by all who knew him.

Resolved, That in his death we have lost an earnest and faithful brother, his wife an affectionate husband, a loving father and one who was ever ready to extend the hand of aid to the needy.

Resolved, That the charter of Neversink Div. be draped in mourning for thirty days as a mark of respect to our esteemed brother.

Resolved, That a copy of these resolutions of sympathy be extended to his family and published in the RAILWAY CONDUCTOR.

J. B. COLE,
T. H. HARDENBURGH, } Committee,
T. E. GREY

BINGHAMTON, N. Y., April 21, 1891.

At a regular meeting of Binghamton Division No. 154, Order of Railway Conductors, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God to remove from our midst by death, our beloved friend and Brother, G. B. Williams; be it

Resolved, That while submitting with human patience to the will which has deprived us of his presence in a way we cannot question, we deeply feel the absence of one whose many virtues and traits of character had endeared him to us and to all who knew him, and are worthy of emulation, and to be held in lasting memory.

Resolved, That while our sympathy cannot mitigate the sorrow, which time alone can heal, yet realizing fully the loss sustained by the division in his death, we wish, nevertheless, to extend to the bereaved family of our deceased Brother, our heartfelt sympathy in their great affliction, remembering, that He who tempers the wind to the shorn lamb, will never forsake, but will love and care for them to the end.

Resolved, That the foregoing resolutions be spread upon the records, and printed in THE CONDUCTOR, and that our charter be draped in mourning for the period of thirty days.

J. E. DE KAY,
D. S. HALL,
M. F. COLLINS,
Committee.

April 8, 1891.

At a regular meeting of Rock City Division No. 135 the following resolutions were offered:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe in His infinite wisdom to remove by death, Thomas, eldest son of our esteemed brother, H. T. Moore; therefore, be it

Resolved, That we as brothers of his division most sincerely sympathize with our brother in his hour of bereavement.

Resolved, That a copy of these resolutions be placed upon the records of this division, a copy

sent to our bereft brother, also a copy to THE CONDUCTOR for publication.

Tommy, as he was called by the railroad boys, was just budding into fair manhood. He had just completed his study of telegraphy and was assistant depot agent at Wartroce, Tenn.

His kind and gentle manner endeared him to all who knew him. He was the pride of an indulgent father, the ideal of a kind and loving mother.

Weep not mother for Tommy, he will answer thy call no more,
He is resting now in peace on that fair radiant shore.

Weep not father for Tommy, Although an ideal boy,
God has called him hence to a home of peace and joy.

C. C. SHELTON,
R. L. CULLEY, } Committee.
A. E. DURHAM,

At a regular meeting of Erickson Division 5, L. A. to O. R. C. held in Hall 1321, Arch street, Philadelphia, Apr. 1st, 1891, the following resolutions were unanimously adopted:

Resolved, Whereas, it has pleased God in his infinite wisdom to remove by death the youngest son, Charles Edwin, of our president, Sister R. Springer, who suffered for several weeks with spinal meningitis.

Resolved, That the members of Erickson Division, desire to extend our sympathy in this great affliction, to our dear sister, and can only call her attention to Him who doeth all things for the best, for relief in this hour of her great sorrow.

Resolved, That a copy of these resolutions be sent to our dear sister and copied in our minutes, also sent to the RAILWAY CONDUCTOR for publication.

MRS. M. ARNELL,
MRS. A. MCCAULEY, } Committee.
MRS. K. BINGHAM.

NORTH BAY, April 8, 1891.

At a special meeting of Nipissing Division No. 242, Order Railway Conductors, the following resolutions were adopted:

WHEREAS, The Grand Chief Conductor of the Universe, in His infinite wisdom, has seen fit to take from Brother H. A. Washburn and family their only son Percy, therefore be it

Resolved, That we most deeply deplore the loss sustained by our Brother and his family, yet we bow with resignation to the divine will.

Resolved, That we offer to Brother Washburn and his family our sincere and heartfelt sympathy in this, their sad bereavement; and be it further

Resolved, That these resolutions be recorded on the minutes of this meeting and a copy sent to the bereaved family, and to THE CONDUCTOR and North Bay Times for publication.

F. J. LEE, C. C.,
J. H. HUGHES, Sec.

BATTLE CREEK, MICH., April 12, 1891.

WHEREAS, It has pleased the All-wise Ruler of the Universe to remove from us our worthy P. C. C. and Brother, John McIntyre, be it

Resolved, That in the death of Brother John McIntyre, Battle Creek Division No. 6, loses an honorable and useful member, and his family a faithful and devoted husband and father.

Resolved, That Battle Creek Division No. 6, extend to the bereaved widow and children their heartfelt sympathy in their deep affliction.

Resolved, That we extend a vote of thanks to Brother W. A. Osgood, of Los Angeles, Cal., for his kindness to Mrs. McIntyre during the sickness and death of our beloved Brother.

Resolved, That our charter be draped in mourning for 30 days.

Resolved, That a copy of these resolutions be sent to the bereaved family, and also to the G. S. and T. for publication in THE CONDUCTOR.

Committee,
N. E. RETALLICK,
C. R. MARTIN,
H. F. GRATTAN.

At a regular meeting of the Eastern Star Division, No. 8 held in Sunbury, Thursday April 9, 1891, the following resolutions were adopted:

WHEREAS, God in His infinite mercy and wisdom has called away a little son of our worthy sister, Mrs. Nat. Tertich,

Resolved, That we, the sisters of the Division No. 8, hereby express to our sister and her husband our heartfelt sympathy in their bereavement.

Resolved, That while we know loneliness and sorrow that will come to their home on account of the absence of a bright little one, we remind them that the good Shepherd has taken the little lamb into His bosom and will keep it safe from all harm. May the holy spirit so assist them to bear the affliction that they may be able to say:

God forbids him longer stay,
God recalls his precious loan,
God hath taken him away
From our bosom to His own;
Surely what He wills is best
Happy in His will we rest.

Resolved, That these resolutions be spread upon our minutes and a copy be sent to the parents, and one to THE RAILWAY CONDUCTOR, and one to each of the daily papers for publication.

MRS. M. J. COMP,
MRS. P. C. BELL, } Committee.
MRS. M. J. ELLENBERGER

THE RAILWAY CONDUCTOR.

VOL. VIII.

CEDAR RAPIDS, IA., JUNE 1, 1891.

NO. 11.



A GHOST STORY.

"All ghost stories may be explained," said Mrs. Marchmont, smiling rather scornfully, and addressing a large circle of friends and neighbors who, one Christmas evening, were seated round her hospitable hearth.

"Ah! you think so? Pardon me if I cannot agree with you," said Mr. Henniker, a well known Dublin barrister, of burly frame and jovial countenance, famed for his wit and flow of anecdote.

The ladies of the party uttered exclamations in various keys, while the men looked attentive and interested. All that Mr. Henniker pleased to say was won't to command attention, in Dublin at least.

"So you think all ghost stories may be explained? What would Mrs. Marchmont say to our old woman in the black bonnet, Angela?" And the barrister turned to his quiet little wife, who rarely opened her lips. She was eager enough now.

"I wish I could quite forget that old woman, John, dear," she said with a shiver.

"Won't you tell us, dear Mrs. Henniker? Please—please do!" cried the ladies in chorus.

"Nay, John must tell that tale," said the wife, shrinking into herself as it were.

No one knew how it happened that the conversation had turned upon mesmerism, spiritualism and other themes trenching

upon the supernatural. Perhaps the season suggesting old fashioned tales, had something to do with it; or maybe the whistling wind, mingling with the pattering of hail and rattle of the cab wheels, led the mind to brood over uncanny legends. Anyhow, all the company spoke of ghosts; some to mock, others to speculate; and here was the witty lawyer prepared to tell a grave tale of his own experience.

His jovial face grew stern. Like the Ancient Mariner, he addressed himself to one in company, but all were silent and attentive.

"You say all ghost stories may be explained, Mrs. Marchmont. So would I have said a year ago; but since we last met at your hospitable fireside my wife and I have gone through a very astonishing experience. We 'can a tale unfold.' No man was better inclined to laugh at ghost stories than I.

"Well, to begin my true tale. We wished for a complete change of scene last February, and Angela thought she would like to reside in the same county as her sisters and cousins and aunts"—

"Dorsetshire, I beleive, Mrs. Henniker," interrupted the lady of the house.

Angela nodded.

"I intended to take a house for my family, leave them comfortably settled in it,

and run backward and forward between Dorsetshire and Dublin. Well, it so happened that I did leave them for a single day during the three months of my tenancy of the Hall. I had seen a wonderful advertisement of a spacious dwelling house, with offices, gardens, pleasure grounds—to be had for fifty pounds per annum. I went to the agent to make inquiries.

"Is this flourishing advertisement correct?" asked I.

"Perfectly."

"What! so many advantages are to be had for fifty pounds a year?"

"Most certainly. I advise you to go and see for yourself."

"I took the agent's advice, and Angela was enchanted with the description I was able to give her on my return. A charming little park, beautifully planted with rare shrubs and trees—a bowery, secluded spot, so shut in by noble elms as to seem remote from the world. The house—such a mansion as in Ireland would be called a manor house or castle—large, lofty rooms, thoroughly furnished, every modern improvement. My wife, as surprised as myself that a place of the kind should be going for a mere song, begged me to see the agent again, and close with him. It was done at once. I would have taken the hall for a year, but Mr. Harrold advised me not to do so. 'Take it by the quarter or at least by the half year,' he recommended.

"I replied that it appeared such a desirable bargain that I wished to take by the year. His answer to this was a reiteration of his first advice. I can't tell how he influenced me, for he really said no more than I tell you; but I yielded to his evident wish without knowing why I did so, and I closed with him for six months; not a year."

"Glamour, Mr. Henniker!"

"It would seem so, Mrs. Marchmont. We went to the hall, and Angela was delighted with it. The snowdrops lay in snowy masses about the grounds—the garden gave promise of beauty as the season advanced. How the children ran over the house! how charmed they were with every nook and corner of it! Our own bedroom was a comfortable, large room, opening into a very roomy dressing room, in which my wife placed two cribs for our youngest boys, Hal and Jack"—

"Don't forget to say that our bed cham-

ber opened from a sitting room." interrupted Mrs. Henniker.

"Well, for three weeks we all slept the sleep of the just in our really splendid suite of apartments. Not a grumble from our servants—nothing but satisfaction with our rare bargain. I was on the point of returning to dear, dirty Dublin and the Four Courts, when"—

"When? We are all attention, Mr. Henniker."

"Angela and I were sitting in the drawing room under the bed chamber I have described, when a loud cry startled us—'Mother, mother, mother!'"

"The little boys were in bed in the dressing room. Angela dropped her teacup and dashed out of the room, forgetting that there was no light in the rooms above us.

"I caught up a candle and followed her quickly. We found the children sobbing wildly. Jack's arms were almost strangling his mother, while he cried in great excitement, Oh, the old woman in the black bonnet! The old woman in the black bonnet! Oh—oh—oh!"

"I thought a little fatherly correction would be beneficial, but Angela would not suffer me to interfere. She tried to soothe the little beggars, and in a few minutes they were coherent enough in their story. A frightful old woman, wearing a black bonnet, had been in the room. She came close to them and bent over their cribs, with her dreadful face near to theirs.

"How did you see her?" we asked. "There was no candle here."

"She had light about her, they said; at any rate, they saw her quite well. An exhaustive search was made. No trace of a human being was to be found. I refrained from speaking to the other children, who slept in an upper story, though I softly entered their rooms and examined presses and wardrobes and peeped behind dark corners, laughing in my sleeve all the while. Of course we both believed that Hal had been frightened by a dream, and that his little brother had roared from sympathy. Don't breathe a word of this to the servants, whispered Mrs. Henniker.

"I'm not such a fool, my dear," I replied. But pray search the lower regions, and see if Jane and Nancy have any visitor in the kitchen," she continued. "She came through your door, mother, from the sitting room," sobbed Hal with eyes starting out of his head.

"Who love?" asked his mother.

"The old woman in the black bonnet. Oh, don't go away mother."

"So Angela had to spend the remainder of the evening between the children's cribs.

"What can we do tomorrow evening?" asked she. "I have it! Lucy shall be put to bed beside Jack." Lucy was our youngest, aged two.

"All went well next night. There was no alarm to summon us from our papers and novels, and we went to bed at 11, Angela remarking that the three cherubs were sleeping beautifully, and that it had been a good move to let Lucy bear the other two company. I was roused out of a sound sleep by wild shrieks from the three children.

"What! More bad dreams? This sort of thing must be put a stop to," I said, and I confess I was very angry with the young rascals. My wife was fumbling for the matchbox. "Hush!" she whispered, "there is somebody in the room." And I, too, at that instant felt the presence of some creature besides ourselves and the children. The candle lighted, we again reconnoitered—nothing to be seen in dressing room, bedroom or the drawing room beyond, the door of which was shut. But the curious sense of a presence near us—stronger than any feeling of the kind I had ever previously experienced—was gone. You have all felt the presence of another person unseen. You may be writing—you have not heard the door open, but though your back is toward the visitor, you know somehow that he has entered.

Quite true, Mr. Henniker—but there is nothing unnatural or unpleasant in that sensation."

"Nothing, of course: I merely instance it to give you some idea of what we felt on that occasion. We were astonished to find the sitting room untenanted. Meanwhile poor Hal, Jack and Lucy shrieked in chorus, 'Oh, the old woman in the black bonnet! Oh, take her away!'"

"Poor Angela, trembling, hung over the cribs trying to soothe the children. It was a good while before they could tell what had happened. 'She came again,' said Hal, 'and she came close, close to me, and she put her cold face down near my cheek till she touched me, and I don't like her—oh, I don't like her, mother!'"

"Did she go to Jack and Lucy, too?"

"Yes, yes; and she made them cry as well."

"Why do you not like her? Is it the black bonnet? You dreamed of a black bonnet last night, you know," said I, half puzzled, half provoked.

"She's so frightful," cried Hal.

"How could you see her? There was no candle."

"This question perplexed the little boys. They persisted that she had a light about her somewhere. I need hardly say that there was no comfort for us the rest of the night. 'If any one is trying to frighten us out of the place, I'll be even with him yet,' said I. My wife believed that a trick had been played upon the children and she was most indignant.

"Next day the cribs were removed to the upper story, and Charlotte and Joanna, our daughters of 12 and 14, were put to sleep in the dressing room. We predicted an end to the annoyance we had been suffering. The nurse was a quick tempered woman, who would not stand any nonsense, and Hal's bad dreams would be sternly driven away. We settled ourselves to our comfortable light reading by the drawing room fire. Suddenly there was a commotion overhead; an outcry—surprised more than terrified it sounded to us. Angela laid her book down quickly and listened with all her ears. East flying footsteps were heard above; the clapping of a door; then—scurry, scurry—the patter of bare feet down the stair case. We hurried across the hall, and saw Charlotte in her night gown returning slowly up the kitchen stairs with a puzzled expression on her honest face.

"What on earth are you doing, child?" cried Angela.

"I was giving chase to a hideous old woman in a black bonnet, who chose to intrude upon us," panted Charlotte. "I saw her in our room. I jumped out of bed and pursued her through your room and the sitting room. Then I saw her before me going down stairs, and I ran after her, but the door at the foot of the kitchen staircase was shut. She certainly could not have had time to open it, and I don't know where she can have gone to."

This was Charlotte's explanation of her mad scurry down stairs. Her downright sensible face was puzzled and angry.

"So you see the little ones must have been tormented by that old witch who ever

she is. They didn't dream it, father, as you thought. Wouldn't I like to punish her!"

"What a brave girl!" cried Mrs. Marchmont.

"Brave? Oh, Charlotte's as bold as a lion! She went back to bed; and when we followed her, in a couple of hours, she was sleeping soundly. But I can't say either of us slept so well. It a trick was being played upon us it was carried out in so clever a manner as to baffle me completely: I need not say that I made careful search of every cranny about the handsome house and offices; and if there was a secret passage or a door in the wall anywhere it escaped me. We had peace for a fortnight, and then the annoyance recommenced.

"Angela's nerve was shaken at last, and she began to whisper, 'There are more things in heaven and earth, Horatio'!"

"John, you are making a story," interrupted Mrs. Henniker.

"It is every word true. I am coming to an end. Angela, in spite of her disclaimer, did believe in a ghost in a black bonnet. Charlotte believed in her, but did not care about her ghostship. The nurse and cook and housemaid declared they were meeting the horrible appearance constantly, and they were all three in a mortal funk. As to the children, they would not leave off clinging to their mother, and fretting and trembling when evening came. The milkman, the baker and the butcher all told the servants that we would not be long at the hall, for no body ever remained more than a month or two. This was cheerful and encouraging for me."

"But you had never seen the charming old woman all this time?"

"No; but I saw her in the broad daylight. I had a good long look at her, and a more diabolical face I never saw—no, not even in the dock. I was writing letters in the study about 12 o'clock one morning, when I suddenly looked up, to see the appearance that had excited such a turmoil in my family standing near the table. A frightful face—a short set woman dressed in black—gown, shawl, bonnet—this was the impression I received. But she looked quite human—quite every day—there was nothing ghostly in her air—only the evil face curdled one's blood. I stared at her and then I took up a folded newspaper and threw it at her. My motive in so doing was to frighten her who had frightened my wife

so much. Courtesy such a creature need not expect from me, being, as her villainous countenance proved, one of the criminal class. The newspaper fell upon the floor, after apparently going through the figure, and there was a vacuum where it had been. I was not much shaken, however, although my theory of a human trickster dressed like a woman seemed overturned."

"Did you tell Mrs. Henniker what you had seen?"

"Naturally I did. At this period we talked of nothing else. She saw the apparition twice herself. Once she entered our dressing room and saw the figure bending over a sleeping child (it faded as she looked); another time she was with me in the drawing room, when she laid down her book and whispered, 'See, see, near the door!' There, sure enough, was the appearance that had visited me in the study in clear daylight. I did not make her out quite as distinctly now because our candles did not light up that end of the long room, or my older eyes were not as good as Angela's."

"What did Mrs. Henniker do?"

"She started up and ran to catch the old woman in the black bonnet."

"And did she catch her?"

"She caught a shiver—nothing more."

"After this I resolved to give up the hall at once, sacrificing four months' rent for the sake of my wife and children, whose nerves would have soon become shattered had we remained. I went to Mr. Harald and told him how disagreeable the place was to us. He was grave and very guarded in manner, confessing that no tenant stayed more than a couple of months at the hall—that his client certainly made considerable in consequence—that he had done his utmost to find out what was wrong with the house, but all in vain. Mr. J—would not speak about it, and when strenuously urged to explain, replied emphatically, 'I shall never tell you the story of that house.'

"We dismissed the servants with handsome presents at once on our return to Dublin, so desirous were we that the children should never be reminded of their terror. I think they have not heard the old woman in the black bonnet spoken of since we left the hall, and the younger ones have probably forgotten her. As to us, we can only say that the mystery is unexplained."—*Argosy*.

The Jaffa and Jerusalem Railroad.

A torturous, double iron track; a station here, a station there;
 A locomotive, tender, tank; a coach with stiff reclining-chair;
 Some postal-cars, and baggage, too; a vestibule of patent make;
 With buffers, duffers, switches, and the souging automatic brake—
 This is the Orient's novel pride, and Syria's gaudiest modern gem;
 The railway scheme that is to ply 'twixt Japa and Jerusalem!

Beware, O sacred muley cow! the engine, when you hear its bell;
 Beware, O camel! when resounds the whistle's shrill, unholy swell;
 And, native of that guileless land, unused to modern travel's snare,
 Beware the fiend that peddles books—the awful peanut-boy beware!
 Else, trusting in their specious arts, you may have reason to condemn
 The traffic which the knavish ply 'twixt Jaffa and Jerusalem.

And when, ah! when the bonds fall due, how passing wroth will wax the state—
 From Nebo's mount to Nazareth will spread the cry "Repudiate!"
 From Hebron to Tiberius, from Jordan's banks unto the sea,
 Will rise profane anathemas against "that —— monopoly!"
 And F. M. B. A. shepherd-folk, with sockless Jerry leading them,
 Will swamp that corporation line 'twixt Jaffa and Jerusalem!

—[Eugene Field, in *Chicago News*.]

The Train Conductor.

A young fellow goes braking with the hopes and chances of promotion before him, is faithful and efficient, knows his business in cases of emergency and is quick to act. He brakes on freight four to six years, is promoted to conductor on freight and runs through and local freight eight or nine years. All the company cares for him is that he is a good careful man, has kept out of trouble and no complaints made against him. Do they think that that man in his long and arduous experience has saved the company hundreds of thousands of dollars by his vigilance and efficiency in cases of emergency probably when the officials (and their clerks)

were asleep? No! But such is literally true. Of course, it was all done in his line of duty. After awhile his turn comes for promotion. The officials say so and so is a good man, we will promote him to passenger train. They give him some advice as to what is expected of him and see their special agents to watch him. Yes, this man who never stole a cent in his life or wronged a man out of a dollar, the moment he takes out that train his trouble commences—he is under surveillance, watched on the road and off it. The traveling public hear of his promotion, one half of them will not buy their tickets at the office, but will try to work him on short fares, old tickets and different dodges. The new passenger conductor starts out with the accommodation with the best intentions of doing his duty upright and honest. He don't get three seats before he meets the tempter, loses a lot of valuable time by his importunities, (the train don't slack up in the mean time) he offers 50 cents for a \$1.00 ride, don't want any check, that's all he pays any of the other conductor, they all do it, &c. The new conductor protests. Won't have it that way, and finally gets the fare. Cuts a check, goes a few more seats and finds another of the same kind and a couple more in the rear seats. Before he gets through the first car his face is red and bathed in perspiration. He don't know how he stands with the passengers in that car, he has not checked half of them, and don't know where the other half are going.

Just as he opens the front door of the second coach, his train slacks up to stop at the first station. He gets out on the platform and sees about a dozen get off the rear coaches, and commences to chase them around for their tickets. Some give up, others pretend to look for them, others say you have got my ticket, &c. The engineer is ringing his bell for a signal. He realizes that his train is standing still, but the sun is not, and then as he gives the signal, the significance of those immortal words uttered by that greatest of philosophers in one of his calmest moments, rushes upon him—I refer to the late W. H. Vanderbilt's expression "the public be d——d." It rings in his ears as he goes through his train a second time, and when he gets through to the end of his run, he never was so tired in his life, not when he was twenty-four hours going over the road with forty-five cars

freight. Reports go in from passengers about things which will happen, but don't materially concern the conductor. Instead of writing across the face of such report the immortal words of Wm. H. V. and throwing it in the stove, they write on one corner "Explain as to this." The official knows well enough that no matter what explanation he may make the conductor will not get the benefit of it.

The young conductor finds out that one-third of the traveling men will beat the R. R. if they can, and the other two-thirds have no compunctions about doing so, and still every little while we hear of conductors being let out. The thing is wrong. Wm. H. V. gave the whole thing in a nutshell.

The average conductor would be all right, but it is this continual temptation which haunts him hourly which makes him feel that he cannot last long, although he was raised on the road and is more loyal to his company than his church. He remembers conductors that have preceded him and been discharged; some without an explanation, others who would not carry their own mother without a ticket, and whose chief object in life seemed to be to put in the biggest collections and stand in with the officials, they got it just the same.

The young conductor may be possessed of an innate sense of honor with a wife and little one at home; on their account he does the best he can for his company, but still he is haunted with this dread of losing his situation, and who is to blame for all this? The officials will point out to him one or two old conductors who are running the limited, daylight run. Nobody on that train but first-class people who can't ride unless they have procured tickets, sleeping car seats, &c., who have run on that road for thirty or forty years. These old conductors are no criterion for him to go by. If he makes inquiries about them he will find they are worth probably a comfortable fortune, made on the road before he was born, and all that makes them stay on the road is a holy horror of staying at home and enjoying themselves, and a pride in having people ask them how long they have been on the road. They take great satisfaction in telling how they used to wear silk plug hats on duty, and hardly any tickets were sold, and how many a time they have collected on an average \$1,000 a trip. Why,

some of these old conductors sooner than quit would run that train for \$45 a month, and be glad of the privilege of doing so. The only thing that bothers them is, that every blamed conductor's room and telegraph office is up two or three flights of stairs. They used to be on the ground floor when he was young, and the only time he had to sign his name was once a month when he drew his pay. Generally he has nothing in common with the other conductors, and never done anything towards raising the pay of conductors to the present standard. How long would he last on a good lively mail and accommodation train with the 150 different kinds of tickets now in use? One round trip would lay him out nowadays. This may seem severe on the old conductor, if it was not we know he gets as many letters as any of us from the office, and the company keeps him on purpose to offer as an example of how they take care of their old conductors if they only do the correct thing—it is all a humbug. This is not the worst of it, all train men know nowadays if they get discharged for cause, that they are sure to be black-listed and have trouble in getting employment elsewhere. He knows that the railway superintendents have federated and meet monthly to undo anything the O. R. C., B. L. E., B. L. F., Trainmen's Association, Switchmen, &c., may have done or contemplate doing. They stand in undisguised dread when the above five or six orders talk of federation, but laugh in their sleeve at each and all of us for our loyalty to our different orders, and advise us to stick to them. They know how utterly impossible it is for us to get together so long as one order is pulling one way and another the other, but if we should all agree to drown the names of the O. R. C., B. R. C., O. R. T., B. L. E., B. L. F., S. M. A. A., and call ourselves simply CARMEN or federated CARBOYS, with only one ritual, then we would see the grandiloquent high-monkey-munks of bulldozing and federated railway superintendents drowned also, and the carboys generally would have a chance for their glass alley.

COLONEL BLOOD.

"Number Twenty-Nine."

The vast mud-colored building loomed out of the fog as the doctor's brougham drew up with a jerk under the portico. Against the dark lining of the carriage

the set face of a man inside was visible by the light of a portable lamp. It was the face of a man whose mind is not at ease. There were irritable folds at the corners of the mouth, a restless look in the keen eyes, even as they traveled over the page he was reading. Sir Kenneth Brandon only shut his book as he stepped out and entered the Whitechapel hospital. The doctor always read as he drove about London from one consultation to another. It was his habit to allow himself no leisure for idle thoughts.

Sir Kenneth Brandon was one of the few London doctors whose names are familiar abroad. He had made one big discovery, he had done a great deal of useful work, and at fifty he was already making a big income. His recent knight-hood was popular—not only among his patients but among his professional brethren—and his dinners were among the nicest in town. And yes many people—and who knows? perhaps Sir Kenneth himself—missed a hostess' smile, a woman's winning phrases, at his brilliant dinner table in Wimpole street. Sometimes—if ever he had time to think—perhaps the great physician might have regretted the pretty, bad-tempered, foolish wife, whom he had scolded and neglected in the old days: the child—for she was little more—who had finally left their dingy suburban villa for good; the girl he might have saved before it was too late—for at first she had left his house after one of their miserable, sordid squabbles and had gone back to her father, and it was only after a humiliating scene with her husband that she had finally disappeared. She had disappeared, and she had never come back. The police had been unable to find a trace of her, beyond that she had first gone to Spain with some man who was unknown to him. After that, all was a blank. To all intents and purposes his wife was as one who is dead. Yet the imbittering quarrels of those early years; his severity when he should have been lenient; his carelessness when he ought to have watched over the foolish young life that he had sworn to cherish and protect—were facts which, though he seldom allowed himself to think of them, had left their trace written on the great physician's face.

Inside the large hall, where a marble statue of the queen loomed chillily out of the vague half-light, a lady was already

waiting for him—a fair high-bred face, with something of the look of a student modernized by a slightly bored air, such as is often seen in a cultivated woman of the world. Lady Sibthorpe was a widow of leisure, and was intermittently interested in a variety of questions. She occasionally wrote a short article for one of the monthly reviews, preferring such topics as do not usually commend themselves to the more tender-hearted sex; for she by no means posed as a philanthropist, and was understood to have views a little in advance of those of the British matron. Just now, for instance, she was interested in the hospital question, and at a dinner party the night before Sir Kenneth had volunteered to explain the internal working of the "Whitechapel." The doctor never missed an opportunity of being useful to Lady Sibthorpe; she was just the woman he would have asked to be his wife, if only—

They met as people meet who are more than interested in each other. For some time past Lady Sibthorpe had known that he liked her, and for some time past she had almost made up her mind that she might accept him. But there was no hurry; they were both of a certain age; they both had their occupations, their affairs. And now they turned up the stone staircase together, on their way to the women's wards. Lady Sibthorpe paused for an instant as they passed the operating theatre. The doors were closed. Outside, two porters were waiting with a stretcher. Suddenly the door was pushed ajar, and then there was a vision of anxious, interested faces, lit up by a strong glare of gas; of a nurse's back bending forward, and of a surgeon's face blowing spray on to something that was invisible. Over all an intense silence, broken only by the hoarse whispers of the porters with the stretcher, wondering how long they would have to wait. * * * Lady Sibthorpe was not emotional, but she shivered a little as she passed on.

In the "Catherine ward" the fifty blue coverletted beds effaced themselves in the gloom of the long room. Here and there the firelight illumined the bland, unemotional features of a nurse under her smooth hair and white cap—the sexless features of a woman who has learned to witness suffering without a sign.

On seeing Sir Kenneth Brandon Sister Cathrine, a long-nosed woman with bright

eyes, hurried forward as superintendent of the ward.

The doctor introduced the two women to each other, and for a while Lady Sibthorpe, notebook in hand, was absorbed with statistics.

"Now take me round to your patients, Sir Kenneth," she said when she had done.

Sister Cathrine moved forward, a professional look on her bright face. They stopped at every bed. Lady Sibthorpe asked questions in a business-like way, and Sir Kenneth, whose "hospital manner" was proverbial, addressed the patients in the same tone he would have employed to a duchess. His way with women was one of the things for which he was justly famous. They had come to the end of one line of beds, and were now turning up the other side of the room.

"We have a new patient there, Sir Kenneth," said the sister, "Number Twenty-nine. A hopeless case—the last stage of consumption, aggravated by want and dirt. They brought her in from one of the common lodging houses. Poor creature, she was in a terrible state when she came."

"Indeed!" ejaculated the great physician in his sympathetic voice.

All three approached the bed. The patient's back was turned to them, but, as steps approached, she tossed over and lay on her back, her weakly vicious face, with its flush of color on each cheek bone, looking sharply emaciated against the whiteness of the pillow. There were streaks of gray in the dark hair, and the eyes—dull, slaty eyes, which had once been blue—were bloodshot and red-lidded.

Sir Kenneth leaned forward, and their eyes met in a long stare. * * * The years seem to roll away. * * * The doctor's heart stood still. Great God! Could this horrible wreck of womanhood be his wife? * * * And was she going to speak? It was an odious moment.

But No. 29 only laughed—an unmirthful coarse and empty laugh. "Oh Lord! Are you here?" she muttered, and tossed over.

The doctor drew a long breath; he had grown a little paler before he spoke. "Poor creature; she mistakes me for some one else: They often do, at the last," he whispered, and then, taking down the usual card, hung above the bed, on which the patient's age, disease and diet as well as the doctor's name in charge of the case, were written, he added urbanely:

"Quite right—perfectly right. Dr. Brown has ordered everything that could possibly be of use. Sister, look after this case specially."

Lady Sibthorpe said something gracious and passed on. Not a feature of the strange scene had escaped her. It was evident that something extraordinary had happened. That these two—the fashionable physician and the pitiable outcast on the hospitable mattress—knew each other she had now not the smallest doubt. But the three moved on to the next bed, smiling and chatting as they went. Presently Sir Kenneth Brandon urged a consultation at the other end of London at 5 o'clock, and offered to drive Lady Sibthorpe back, as she had sent away her carriage. They were both rather silent as they were bowled along westward.

A few nights afterward they met, by accident, at a dinner. It was a brilliant party. The talk like the food, was stimulating, the wine, like the beauty of the women, was rare. It was in gracefully artificial moments like these that Sir Kenneth, pessimist though he was, felt tenderly disposed toward all the world. Sir Kenneth, in fact, was delighted, for he was deputed to take Lady Sibthorpe down to dinner. She was a woman who looked specially well by candle light and at dinner time. Her teeth, her shoulders and her diamonds were proverbial—three things which, added to her native wit, made the widow a much coveted dinner companion. Sir Kenneth, indeed, had never realized how devoted he was to her before. And yet there was an expression in Lady Sibthorpe's eyes to-night which he had never seen there, and which he could not quite understand.

"I see from the papers that you have been in Paris the last few days," she said as they ate their soup. "I hope you have saved Europe one of its ex-crowned heads?"

"To any one but you I am professionally tongue-tied," whispered the doctor, gallantly. "Her majesty is now out of danger. I was, in fact, able to leave Paris by the 11 o'clock train—just in time to dine here to night. But I haven't opened a single letter or telegram."

He kept the talk on the gossip of the day, until he saw the corners of her mouth give way with a little tired droop.

"And your articles on the hospitals?" said the doctor, bending his head, and

smiling at the charming woman at his side, "I hope you're going to let us down easily."

"Ah! my article will be on quite another question," said Lady Sibthorpe. "I have been curiously interested in a case which is typical of one of the great problems of modern society. I have been three times to the 'Whitechapel' since that day——"

"I wish to heaven you would not run any such risk! We doctors are hardened, you know, but there is always the fear of infection for delicate women."

"But that poor creature—No. 29——"

"Ah!" sighed Sir Kenneth, frowning slightly, as he reached out his hand toward his champagne glass. "Dear Lady Sibthorpe, those are terrible cases. They are cankerous evils, eating away the very life of our social system."

"My dear doctor," urged the lady in her most delightful drawl, you forget what Mr. Lecky says, No. 29, on the contrary, is the martyr of civilization!"

"Possibly," replied the physician dryly, "but meanwhile——"

"Meanwhile the women has succumbed. She died last night."

There was a burst of laughter from each side of the table. A well known Q. C. was telling the latest joke. In the pause that followed, Lady Sibthorpe studied the menu, and Sir Kenneth fingered some grapes on his plate. How much did she know? It seemed an eternity before she spoke again.

"I have taken 'No. 29' as a typical case. The woman seemed to be what we are now agreed to call a 'morally deficient' person. Yet properly trained and protected, 'No. 29' might now be alive, well, and a tolerable useful member of society. Think of it! That pitiable woman was barely forty."

"My dear lady" said Sir Kenneth slowly, "you have probably only heard half her story. "Do you really know anything about her?"

"Yes," said Lady Sibthorpe, abruptly. And, as she looked him straight between the eyes, the doctor knew that she was aware of the whole story. "I'm not sentimental," she added, with a smile, "but

I've taken a fancy to have the wretched creature decently buried—in some little country churchyard. She shall rest now—for good. Shall I undertake the necessary arrangements? or would you perhaps prefer——?"

The ladies were rising to go. Brandon bowed his head.

"I—I think I would rather see to this thing myself."

Nothing more was said. He sat down again when they were gone, staring blankly at the fruit-strewn plates and half-drained glasses. Her crumbled napkin fell across his knees, and, as it fell, he saw with a shudder, a vision of a stiff, silent figure in the hospital mortuary. He could hear the ladies' silken trains and high-bred voices as they trailed upstairs. And the doctor knew that when that *saue, desirable, unrelenting* woman had passed out of the door, she had also passed finally out of this life.—[*London World*.]

An Incident.

We sat within a railway car,
A man named Jones and I,
While I fond glances sent afar
Unto a damsel nigh.
So by this optic telegraph
The trip was swiftly whiled,
Her glances mingled with our chaff,
And once, I thought, she smiled.

"By Jove!" said I to Mr. Jones,
My new conquest to air,
In most enthusiastic tones:
"Yon maid is wondrous fair,
And ever since I sat me here
She's wafted glances pert;
She's pretty, and it would appear
She is inclined to flirt.

Said Mr. Jones: "Nay, think you so?"
(I know not well the youth)
"Well, if you say so, we will go
And ascertain the truth."
So over to her side we sped,
My mind with sweet words rife,
When Jones—the villain—blandly said;
"Ah! Mr. Brown, my wife."

— *America*.



A young woman well-known in society has been allowed by the referee in a will case an increase of \$7,500 a year income over that provided for her by the testament of her grandfather.

The increase was based on the following items, which the referee holds are essential to her well-being:

Salary for chaperon.....	\$1,200 00
Pocket money.....	420 00
Living expenses.....	4,590 12
Rent.....	1,575 60
Clothing.....	2,000 00
Dentistry.....	125 00
Medical attendance.....	320 00

This brings the income of the young woman up to slightly over \$10,000; but how dreadfully restricted it leaves her! Where do soda water, matinee tickets, bon-bons, and novels come in? Does any referee think that \$420 a year is going to supply any woman who can afford \$2,000 a year for dress with their other joys, without which life is empty? Where is there any provision for gas bills? If the possessor of this income is not to have candy why should she be compelled to spend \$125 a year on her teeth? Is she at liberty to divert any portion of her medical attendance appropriation to such necessities of a happy life as horses, hat pins, bangle rings, and Recamier cream? Or must she borrow money of her chaperon to pay for them?

When a woman's income becomes a matter of public record through the courts the public are naturally interested in the matter, and some slight explanation of the plan the executors seemed to have mapped out would interest them still more. The necessity of such an explanation is quite evident. When a precedent for limiting an heiress to a pitiful \$10,000 is established the interest of other heiresses demand that an explanation should be made.—*New York Continent*.

SUNBURY, PA., April 18, 1891.

Editor Railway Conductor:

Through you I beg to be excused by the sisters of Eastern Star Division No. 8, of the L. A. to the

O. R. C., for not being more prompt. My time has been taken up of late so much that I could not attend to it before, and now beg space in your journal for awhile, and being new in writing, please forbear criticisms upon my mistakes.

On March 19th, at the P. O. S. of A. hall here, a number of conductors' wives met for the purpose of forming a Division of the Ladies' Auxiliary to the O. R. C. They were initiated to the mysteries of it by the Grand President, Mrs. Chas. Ragon, assisted by Grand Secretary, Mrs. E. W. Higgins, of Columbus, Ohio. In the evening we installed the following officers: Mrs. Rob't Kline, W. P.; Mrs. Chas. Sarvis, W. V. P.; Mrs. J. B. Vandyke, S. and T.; Mrs. Wm. Shaffer, Sr. Sister; Mrs. John Bell, Jr Sister; Mrs. T. F. Harney, Guard. Mrs. John McDonald was elected as delegate to the next convention. After the installation, to which our husbands and friends were invited, the conductors were called upon for a few remarks. They gave us some encouraging words and bade us God-speed in our work. Mrs. Chas. Ragon responded to them and gave the history of our order, its objects and hopes, after which we were entertained by singing and music by the Sunbury Quartette, Miss Corrie Kline, Mrs. Bright, Messrs. Scott and Bloom. Next in order came supper, which was served in the hall and enjoyed by all, after which the gentlemen were invited to vacate the room and step into the ante room, while we would prepare to favor them with the High Amuck Royal Degree to the Auxiliary. Mr. Kauffman, reporter of the Sunbury *News*, was the first initiated. He made a good candidate and aided in conferring the degree upon others, some of whom would not take it on account of being afraid of us poor women. Games, etc., soon followed, until the hour warned us that our time was up and we must go.

In my next I will give you a better account of our work and a few personals.

Truly yours,

MRS. H. C. AM.

Roses of June.

Red as the wine of forgotten ages,
 Yellow as gold of the sunbeams spun,
 Pink as the gowns of Aurora's pages,
 White as a robe of a sinless one,
 Sweeter than Araby's winds that blow—
 Roses, roses, I love you so!

Crowning the altar where vows are spoken,
 Cradling the form that is still and cold,
 Symbol of joy, and love's last token,
 Telling the story that never grows old!
 Spirits of beauty, whom none debar,
 Know ye, I wonder, how fair ye are?

Glory of monarch, in palace royal,
 Queenliest charmers of all the place;
 Blooming for yeoman tender and loyal,
 Bending to kiss his toil-stained face.
 Roses, roses, born but to bless,
 Yield me your secret of loveliness!

—Emma C. Dowd.

How to Press Flowers.

On your next ramble in the woods take along one of those long, japanned-tin botanist's boxes, or else a light basket. Have a layer of damp moss in your receptacle, and put your plants away as soon as possible. Choose the choicest specimens—and several of one sort will not come amiss. Gather the shapeliest leaves of the trees, sprigs of moss, and any miniature leaves that you think will retain their beauty after being dried and specially keep a look out for ferns. Some plants are very small, and it is best to dig such up by the roots—it will be all the more interesting to have the whole plant. It will be prudent to take along a large, thin book, which can be tightly strapped together, as you may want to press some of the most delicate flowers immediately. Have the covers perforated with large holes to admit the air. You can buy all sorts of botanist's portfolios; but a couple of thin boards you can readily make yourself will answer every purpose. Put thirty or forty sheets of drying paper between the covers, and fasten a couple of strips of leather so as to form a convenient handle. Be very careful in laying your specimens between the leaves to have every flower separate and smooth.

After some pleasant hours in the woods you will come home with your basket full of all kinds of plants and flowers. To preserve the delicate colors of the latter, it is necessary that they should be dried at once. Place them on your drying-paper and carefully arrange every flower, smoothing out all wrinkles. If any petals have

dropped off, set them in place with a little mucilage.

Some flowers cannot bear the touch of a warm hand, and these you will find wilted. They may be restored by sprinkling with luke-warm water, and laying them away over night in a cool, dark place. If you are in a hurry, cut off part of the stems of the wilted flowers and place them in a vase of hot water, where they will straighten in a few hours.

After arranging your specimens on the drying paper, lay several sheets over and under them, and put in a press or under a heavy weight. You will never regret the few dollars invested in a press. Twelve hours after pressing, change the papers and press again. In a few days your plants will be ready to lay away, but be careful to keep under pressure until perfectly dry, or your larger flowers will mold or shrink, and thus lose all beauty.

In mounting my specimens I use heavy mounting paper, 11½ x 16½ inches, costing ten cents a sheet; but a beginner would, perhaps, do well to start with "binder paper," which is cheaper and just as suitable. A little mucilage may be put on the plant here and there; or you may fasten it by pasting narrow strips of paper across it.

When your mounting is finished, write under each specimen the date when it was found, the place, name, genus and species, the color, and the familiar name. The sheets may then be placed in portfolios, according to genera, or may be arranged so that the specimens from one place are together.

One Mother's Way.

This mother has learned that scolding does not improve her boy's memory. Constantly reminding him of his faults was going far toward spoiling his temper—and her own—and did no good. Last year she tried a new way. It was not easy, but has worked so well that she is happy over the change. For instance: Jack would not black his shoes; he always "forgot." So she gave him a complete blacking outfit, a handsome cherry-wood box with firm, solid legs, good brushes and a box of good blacking. This she put in his own room, and on the wall above it, hung a pretty calendar, telling Jack she should mark the days when his shoes were not polished. The first calendar was awful. Jack does not like to think of it; but his pride was aroused. This calendar is three months' old and has but seven crosses on it; and he says he is bound there shall not be a single cross for the rest of the year.

Blackening his shoes so much soils his hands dreadfully. On Christmas day his mother gave

him two or three nice nail and hand brushes (she could not afford a complete manicure set), with some deliciously-scented soap, and his hands are really improving.

Clearing up his room was always a trial; his bureau drawers, especially, till she hit on the plan of placing in them pretty boxes marked "cuffs," "collars," "scarfs," "handkerchiefs," "buttons and jewelry," and once a week of putting into each box and drawer which she finds in perfect order, a five cent piece; while into each one in disorder goes a little slip of paper with "Mother is sorry" written on it. Jack fairly hates the "sorries" and really tries to make his mother glad by being more neat. If the nickels are an extra inducement, why not?

He does not like to get up in the morning, and he used to come down to breakfast with an ugly scowl on his face, until his mother set a hand mirror at his place as if it were part of the table furnishing, and kept it there through one dreadful month of breakfasts. Now he smiles all over his face for very joy that it is not there.

I might tell you more of the ways this mother takes to cure her boy's bad habits and foster the good ones; how she has grown more patient and loving in dealing with him in this, to her, new way. Perhaps some one says: "She's bribing her boy to be good." But isn't it money well spent if it wins him to be neat, and orderly, and gentle? Are not the "pretty things" that find their way into his room, though her own be bare of them, the comfortable lounge, the table with its brightly-burning lamp and the latest number of his own loved magazine and boy's paper, ministers of good if they help him to love his little room, so that he will not leave it for the street and its attractions.—*Kate Brownlee Horton.*

For Floors and Furniture.

FURNITURE POLISH.

A good furniture polish consists of one ounce of linseed oil and two of turpentine, or fifteen ounces of white wax, one ounce of powdered yellow resin and a quart of spirits of turpentine; stir until dissolved, lay it on with a cloth and polish with flannel.

Old oak is polished with a little dry beeswax rubbed in with a piece of cork.

Polish a mahogany dining table with a piece of flannel upon which melted wax has been poured.

Many old house keepers prefer beeswax and turpentine for polishing furniture, to linseed oil and turpentine.

TO STAIN FURNITURE.

To stain furniture to imitate old oak, paint it

with a dark oak stain (all stains now come put up in pint cans), put on three coats every other day, letting each application dry thoroughly, then polish with a cloth dipped in linseed oil. Stop when it is dark enough.

STAIN FOR FLOORS.

A good spruce stain for a kitchen floor is made of one quart of water, four ounces of glue and three pounds of spruce yellow paint. Dissolve the glue in the cold water the night before; then heat in the morning—it must not scorch—and paint while hot; if too thick, add hot water; dry for three hours, oil, and the floor is ready for use in twenty-four hours. To stain a floor a light shade, paint it with three coats of a mixture composed of equal portions of linseed oil and turpentine. A mahogany stain for pine is made of half a gallon of water boiled ten minutes with four ounces of madder and two ounces of fustic; apply hot, and afterwards give a coat of varnish. A stained floor is cleaned with one part of linseed oil and two parts of turpentine. Put it on with a woolen rag and then wipe off with a second cloth.

Generally speaking, one quart of staining fluid is sufficient for twelve yards of flooring: use a good sized paint brush, passing it lengthwise along the boards. The more coats of stain you apply, the darker the shade when finished. For a walnut shade first wash the wood in a strong solution of sulphuric acid, one ounce to a pint of warm water. Stain with six pounds of common shag tobacco, boiled in water enough to cover it, until like a syrup; then strain and use one or two coats, according to the shade desired. When dry, brush over with half-a-pound beeswax, half-a-pint linseed oil and a pint of boiled linseed oil.—*Ladies' Home Journal.*

What an American Girl Needs.

What an American girl needs most is good health. If she has that she is blessed far beyond those who have accomplishments by the score. She should, above all things else, be allowed to grow up with her womanly instincts unimpaired, for upon them, rather than upon her training, will her happiness and success in life depend. Let her nurse dolls, make clothes for them, build play houses, make mud pies and romp with the boys. As she grows up encourage her to make clothes for herself as well as for her dolls, and to bake pies of dough instead of mud. If she shows a taste for needle work don't discourage her, because her knowledge will not detract from her social qualities. If of a domestic turn encourage her in it by allowing her to have charge of certain branches of housework. If music is her

taste, afford her every opportunity for becoming proficient.—*Pittsburg Commercial Gazette.*

Carl Pretzel, the Chicago journalist, has the following to say about babies: "A baby is a spring day in winter, a hot-house in summer, a ray of sunshine in frigid winter, and, if it's healthy and good natured, a bushel of sunshine, no matter how cold the weather. A man cannot be a hopeless case so long as he loves babies—one at a time. We love babies always no matter how dirty they are. Babies were born to be dirty. Our love for babies is only bounded by the number of babies in the world. We always look for babies; we do—indeed we do! We always have sorrowful feeling for mothers who have no babies; and men who have none always gamble and drink and stay out nights, trying to get music into their souls, but they can't come it. Babies are babies, and nothing can take their place. We know; we've tried, and we say there's nothing like a baby. We intend to tell our friends if they want to be happy in this world they must have a baby in the house—one of their own is preferable. Babies are a stimulant—they make a young man 'scratch gravel.' A man is hardly worth three red cents until he gets a wife and baby. They push him to it; while he is making enough for their support he is sure to have something over."

Editor Railway Conductor:

Although my "better half" does not wear the "blue and gold," yet I am the wife of one of the O. R. C., and it is with pleasing expectancy that I look forward with him to the coming of THE RAILWAY CONDUCTOR, and to-day I was reading the article written by "A Friend to the Order," and indeed I was glad to find the written expression of some one else's opinion so near akin to my own. (It is not *merely* an opinion, either, it is a *sense of right*.) I have long since come to the conclusion that all the commands, such as "Remember the Sabbath day to keep it holy," were given for the benefit of man wholly, not for God, as we can neither add nor detract from His glory. But, situated as our husbands are, already engaged in a business that often requires their services on the regular day of rest, I feel that other hours should and can be substituted for those I think we can lift our hearts to God, the Grand Chief Conductor of the Universe, just as acceptably at our own homes as in the so-called places of worship, which often belie the name in the sense of true soul growth in worship. It has seemed necessary that I—like many other railroad men's wives—give up going to church very often not especially to "cook a good Sunday dinner" for the "stomach," but to keep the home in

a condition that made peace of mind and growth of soul possible. Nor do I feel that the loss anywhere nearly equaled the gain. I am truly thankful, too, that we have churches for the masses to gather in—on the Sabbath. And just as thankful (aye, more so,) that we can reach God at any time and anywhere. I feel with the writer of the above mentioned article that we as wives can do much by our "example," and there are many other things of which I long to talk with the sisters, but have I think perhaps asked too much of your forbearance already in doing as I like to see others do, expressing my views.

"FREIGHT MAN'S WIFE."

Editor Railway Conductor:

The May number of THE CONDUCTOR has just come to hand, and after glancing over the different letters from the ladies, I have allowed my thoughts to so far control my hand as to venture to write one, too, in the hope that it may find a place in your valuable magazine.

The first article to attract my attention was "On a Western Road in '68," which I consider a very sensible as well as intelligent letter, and I most heartily agree with the writer, although my husband has scarcely been a railway conductor so many years. He has only been a member of the O. R. C. a short time, but he has nevertheless had his share of hardships and I my anxieties for his safety.

But, however, this is not what I have started to write about.

I shall begin with the word "home." Home! Was there ever a sweeter word spoken? But what does it signify? Well, to most of us at least it means rest, quietude, love and truth, and yet to some, I regret to say, its meaning is altogether different. And we all know that the cause, if it is not as it should be, is due to the husband or the wife. But I'll venture to say that in most cases it is the fault of the wife. Not every case, but I say in most cases, where the fault lies with either the husband or the wife.

And there are a great many wives, I fear, that are not wives in the true sense.

But there are two particular cases which I should like to mention.

First, and the one who deserves the least sympathy and the most abhorrence, is the wife (as she calls herself) who has ceased to be virtuous; has bartered her soul; sinned against her husband, her children, herself, and her God.

And the second is the wife who, although she may be otherwise good and worthy of that sacred name, allows her mind and love for excitement to lead her to forget her home duties and think only

of politics or woman's rights, and having a craving desire to be a noted lady or public speaker, as I shall term it.

And there is yet another instance, that is far too common in wives, and it is simply this: "Well, my husband doesn't do so and so," or "he doesn't do this or that and I am not going to do so either," and a number of other expressions that we often hear.

But, wives, if your husbands don't do as they should, you are the ones to encourage them to do better.

And if your first persuasions have no effect, try again. But do not begin with a storm of threats that will arouse your children and cause them to stand and look in awe at their mother.

But set the example to him first by doing right yourself, being economical, keeping yourself and your home as tidy as possible, and his victuals cooked to the best of your ability.

And secondly, by always greeting him with a smile and a kind word.

And do not let your first word to him on his return home be a rebuke for something he has or has not done, but wait until you have almost won his good graces by kindness, then reproach him in a gentle way. And his heart will be stone who will not relent.

Bring your children up to love and respect their father; no matter what his faults may be, he is still their father, and you can then rest assured that they will always love and revere their mother.

All these make a home what it is—either a pleasure or a curse, a heaven or a hell.

But I see I am taking too much space, and having a horror of the waste-basket, I must stop; and as it is nearly 6 o'clock and time for that well known whistle, I could not control my thoughts to write more if I tried.

With a host of good wishes to the O. R. C. and Auxiliary also, I have the honor to be,

A CONDUCTOR'S WIFE.

Cobbler Sprague's Frugal Wife.

Ten thousand dollars in gold and greenbacks has been found secreted in an old table in the residence of John Sprague, a shoemaker, of Wilmington, Del. The money represents his deceased wife's savings for thirty-nine years. On January 27 Mary Sprague, wife of the cobbler, dropped dead, a victim of heart disease, in a drug store. The couple came to Wilmington from England thirty one years ago. The husband is about sixty years of age, while the wife was nearly fifty-nine years old when she died. They were frugal and industrious, and during their thirty-nine years of married life the husband weekly

gave the wife a certain sum of money for her use. He never questioned what she did with the surplus, but supposed it was regularly put in bank. When Mrs. Sprague died search was made for the bankbook supposed to exist, but to no avail. The house was ransacked also, but no money was found. Finally Mrs. McGinley, a neighbor, suggested, as she had had a dream to that effect, that possibly the treasure might be secreted in an antique table, and this article of furniture was examined. Tightly wedged in an inside corner of the table were found a bag of gold and a roll of greenbacks, which, being counted, amounted to \$10,000.—*Cor. Philadelphia Record.*

Capitol City Div. No. 3.

COLUMBUS, Ohio, May 14, 1891.

Editor Railway Conductor:

As our Auxiliary here has been keeping very quiet lately as far as the Journal is concerned, I thought it time to let our sister divisions hear from us through your valuable medium, the CONDUCTOR, that it is only in print we have been quiet. Our Order is growing nicely, and all take very great interest in it, our husbands included. We give socials which are well patronized and enjoyed. Some time ago we put on our thinking caps how to replenish our treasury, the outcome was, that homely but very useful article, a rag carpet, which our ladies made and disposed of at our last social, which was held at the home of trainmaster, C. B. Seegar, on the 22d of last month, which with the door receipts brought us one hundred dollars. The moral of that is, ladies, that it isn't always beauty that wins. Quite a number of Newark Division with their husbands and friends attended and had a good time. We expect to see all of our sister divisions well represented at the convention, which meets here in June. Any ladies accompanying the delegates will be heartily welcomed by us. As aside from the business of the convention, the Capitol City of Ohio, is a good place to come to. If the ladies who are not members of any division would only get interested enough to become members of some division, they certainly would find the auxiliary a blessing. In a christian, charitable and social sense, it brings us all nearer to each other in all things, and it is a blessing to our husbands, if they only knew it, as it saves them certain lectures about going to lodge. As a lady cannot conscientiously lecture her husband, when she does so herself, and that is only one small item by which they are blessed. Our grand president, appreciating the good the Order does, has been working very hard to organize divisions all over the country, and has met with very good success. Hoping this will not be condemned to your waste basket as too long or too uninteresting a letter, I will close.

MRS. C. W. SOUTHARD,
Corresponding Secretary.

Old Saws in Rhyme.

Actions speak louder than words ever do ;
You can't eat your cake, and hold on to it too.

When the cat is away, then the little mice play ;
Where there is a will there is always a way.

One's deep in the mud as the other in mire ;
Don't jump from the frying pan into the fire.

There's no use crying o'er milk that is spilt ;
No accuser is needed by conscience of guilt.

There must be some fire wherever is smoke ;
The pitcher goes off to the well till it's broke.

By rogues falling out honest men get their due ;
Whoever it fits he must put on the shoe.

All work and no play will make Jack a dull boy ;
A thing of much beauty is ever a joy.

A half loaf is better than no bread at all ;
And pride always goeth before a sad fall.

Fast bind and fast find, have two strings to your
bow ;

Contentment is better than riches, we know.

The devil finds work for hands idle to do ;
A miss is as good as a mile is to you.

You speak of the devil, he's sure to appear ;
You can't make a silk purse from out of sow's ear.

A man by his company always is known ;
Who lives in a glass house should not throw a
stone.

When the blind leads the blind both will fall in
the ditch ;

It's better born lucky than being born rich.

Little pitchers have big ears ; burnt child dreads
the fire ;

Though speaking the truth, no one credits a liar.

Speech may be silver, but silence is gold ;
There's never a fool like the fool who is old.

—H. C. Dodge in *Detroit Free Press*.

The Family Medicine Chest.

A man's own observation on what he finds good of,
and what he finds best of, is the best physic to preserve
health.—*Bacon*.

HEADACHE, DYSPEPSIA AND HEART DISEASE.

Pain is said to be a blessing, in as much as it is
nature's warning that something is wrong and
needs rectification. This premise is, doubtless,
true to a certain extent, but it is not always easy
to determine just what is wrong or just how it is
to be corrected. There are numerous theories,
some of which conflict seriously, but most of
which, undoubtedly, have foundations of truth.
For instance, one high authority asserts that the

immediate cause of all pain is the condition of the
blood acting upon the nerves, and that it must be
either poor in quality, too abundant, or thick and
impure. Poverty of the blood he would cure by
the introduction of iron into the system, the extra
quantity he would lessen by vigorous exercise and
by moderation in eating, while thickness and im-
purity, which he regards as synonymous, would
be remedied by activity in pure air out of doors,
the operation of the lungs doing the work without
the agency of drugs or medicines.

The most common pain, and the one which
gives most perplexity, not only to the sufferer,
but often to the physician as well, is familiarly
known as headache, but this, after all, is a very
indefinite term, since there are a multitude of
afflictions totally different in their nature which
produce pain in the head. One cause of the dull
pain which is often experienced about the eyes,
or back of them, is the result of an undue strain
of those useful organs. This may be the result
of excessive use, or of some defect of the eyes of
which the victim may be wholly unaware. The
remedy for this difficulty is simple, and has no
alternative save that of disuse of the visual or-
gans, which is not always convenient. A skilled
oculist will have no trouble in fitting the eyes
with glasses which will correct the trouble, and
certainly no false pride nor personal prejudice
should stand in the way of the simple remedy.
The writer sympathizes with those who "do not
like to wear glasses," but it is certainly better to
do that than to suffer continuously and run the
risk of irreparable mischief.

□ A catarrhal headache is often considered syn-
onymous with a "cold in the head," but while the
beginning of serious catarrhal affection may be a
cold affecting the nasal passages, this is quite a
different thing from the chronic stage of the com-
plaint, which is oftentimes stubborn, resisting
even medical treatment, and is sometimes danger-
ous in its results. In this case, as in others, the
cause must be removed, and the existence of the
dull pain is simply the warning that such trouble
still exists and is holding possession. A malarial
headache is liable to be felt in almost any portion
of the head, and it is frequently difficult for the
patient to decide whether or not this may be the
cause. Usually malarial aches are present in
different portions of the body, at the same time,
and frequently shift from place to place without
any apparent cause. Symptoms of this kind will
usually enable the sufferer to decide that he is
the victim of malaria, independent of diagnosis
of the physician. A disordered stomach, or im-
paired digestion, is another frequent cause.
This may be, or may not be, accompanied by

biliousness, but the condition of the tongue is a safe guide. Where the tongue is coated, in connection with headache, the stomach needs attention, and if the coating have a yellowish tinge, impaired biliary action is unmistakably indicated. A thorough cathartic should be promptly employed; but it may not be amiss, in this connection, mildly to protest against the violent and unreasonable doses with which people sometimes afflict themselves, on the mistaken notion that the more powerful the remedy more radical the cure. As a general thing, if the system is in tolerable condition, a moderate degree of assistance given to nature will insure the restoration of healthful action. Where the disorder of the stomach has reached a point causing nausea—sick headache—an emetic, where it can be taken by the patient without causing excessive suffering, will give much more ready relief. For most persons a generous draught of hot water will produce the desired result, more especially if a little mustard be added.

Too little or too much blood in the system, and especially too little or too much sent to the brain, will induce headache. These causes can generally be located quite definitely by the sufferer himself. In the case of too little blood—anæmia—the faculties seem to act sluggishly—it is hard work to think, the person is not confident of his mental conclusions, there seems to be a dullness in a portion of the brain, while the top of the head will usually be found abnormally heated, and the accompanying dull pain seems to be located somewhere in that vicinity. There is no throbbing; there seems on the contrary to be a vacuum. The victim of this trouble suffers from sleeplessness; he is anxious and troubled about his business affairs, is irritable, inclined to anticipate misfortune and disaster; is easily discouraged, and frequently applies to stimulants for relief. Nothing could be worse. The supply of blood is already insufficient for the demand made upon it, stimulants simply force the weakened system to exertion for which it is wholly incompetent, and the natural result is very liable to come in insanity, or an utter breaking down of the nervous, mental or physical system. The remedy is not reached by pushing the system further, but by comparative rest; by the use of nutritious food, exercise and avoidance of care and worry. Whenever medical treatment is necessary, I cannot too earnestly urge the employment of the careful family physician.

Hyperæmia is the reverse of the condition just described, the brain suffering from the presence of too much blood. In this case the pain is in the forehead, the head aches to bursting, the eyes are very sensitive to the light, the sleep is

restless and disturbed by wild dreams. In this case the head throbs, the pulse is full and strong, there is a sense of heat and pressure in the neck, face and head. A person whose system is overloaded with blood tires easily, the breath is short, and there is danger of fatal injury resulting from the pressure upon the blood vessels of the brain.

Nervous headache is, perhaps, the most difficult of all to describe or to treat, inasmuch as it is not a disease but a symptom, the cause of which may be in some remote part of the system. One form of nervous headache, which is unmistakable, though not always understood as such, consists of a dull grinding pain at the back of the head near the base of the brain, where the nerves of the spinal cord enlarge and ramify for the formation of the brain. Pain in this locality, frequently extending down the neck, is a sure indication of impaired nervous action, and should be treated accordingly. In another direction, nervous trouble produces a violent headache—that is from the medium of the stomach. With many people any deep or sudden emotion, such as grief, fear or even joy, may partially if not entirely paralyze the action of the stomach; there is an utter absence of appetite, and the serious headache which results is simply the indication of the trouble. When it is removed, and the stomach resumes its accustomed action, the headache will disappear.

There are other and numerous causes of pain in the head, such as the breathing of impure air, excessive heat or cold, gas poisoning; a defective tooth and similar causes may thus find expression, but most of the more serious and general causes have been outlined above. In every case, as will be seen, a proper understanding of the nature of the pain which is suffered will indicate the course of treatment which should be pursued.

Pains in other portions of the system, and especially those of children, are often removed by placing over the seat of the trouble a woollen cloth, wrung from water, as hot as can be borne, to be changed or replaced as often as the temperature lowers. In the same direction, we have the universal mustard plaster, and the bathing of the feet in hot water, the purpose, in all cases, being to draw the surplus of blood from the seat of pain. An application which is very efficient for the removal of severe pain consists of equal parts of sweet oil, chloroform and liquid ammonia, shaken together. A cloth saturated with this liniment should be applied, and a handkerchief, or something of the kind, pressed over it with the hand. It should be removed as soon as the pain ceases.

Mention has been made above of the use of iron in certain conditions of the blood, but it is well to bear in mind that this is not an agent to be permiscuously and ignorantly employed. In the first place iron is not a pancea for all sorts of ills and disordered conditions; in the next place it should not be administered without full knowledge that it is needed. The method of administering is quite as important. There are many people who try to take iron, but who experience serious ill effects therefrom; to use their own words it does not agree with them. In this condition one of two things may be taken for granted: either the system does not require iron, or that the wrong preparation has been employed. There are numerous forms, in which iron is administered, and it requires the skill of an experienced physician to decide which is best adapted to the individual. Another trouble with self-treatment is that in most cases much too large doses are taken; small doses only can be readily absorbed by the system, and any attempt to force nature in this direction brings disagreeable consequences. Generally speaking, therefore, no person should begin a course of treatment with any preparation of iron, except under direction of a physician. It does not by any means follow that because one feels languid and weak, iron is the proper remedy; it may prove quite the reverse, and distinctly harmful.

Dyspepsia is one of the most annoying of modern diseases, as it is also widely prevalent; in fact, it exists oftentimes when the sufferer is unaware of its presence. Dyspepsia affects most of the vital organs in the system directly or indirectly, but special consideration should be given to its liability to be mistaken for heart disease. It is entirely safe to affirm that there are thousands on thousands of people who mistakenly imagine that they have heart disease, and are able to describe the symptoms upon which their belief is based. There is pain or an unpleasant sensation in the cardiac regions, palpitation of the heart, accompanied by heat and nervousness, irregular breathing, and the like. These are of course partially due to deranged action of the heart, but that is a symptom, and not the disease which is making the mischief. The trouble, almost universally, is due to impaired digestion, derangement of the action of the liver, and nervous affection, which induces the sympathetic action of the heart. It is, consequently, erroneous and even dangerous under these conditions to resort to any manner of treatment for heart disease, since that useful organ will resume its regular action as soon as the true cause is removed or modified.

This is largely a paper caution and it may not be amiss in closing to repeat this general exhortation: Never to administer at haphazard, drugs which affect the action of the heart, until competent and careful examination has shown that organ to need treatment. In that case, the matter is serious enough to require some more responsible authority for the use of any kind of medicament than mere supposition that this or that, of which practically nothing is known, might be the right thing for the sufferer. Human life ought to be too precious to experiment with in that way.—*A Mother At Home.*

COLUMBUS, Ooio, April 24, 1891r

Editor Railway Conductor:

We do not wish to lay claim nor appropriate all of the Ladies' Department, and will therefore try and be as brief as possible, notwithstanding the fact that our subject is one upon which we should like very much to enter into details and would find it a pleasure so to do. On March 17, in company with the grand secretary and treasurer, Mrs. W. E. Higgins, we started east for the purpose of instituting a division of our auxillary at Sunbury, Penn., and also at Camden, N. J.

On March 18, we installed Eastern Star Div. No. 8, at Sunbury with twenty-three charter members, all of which took hold of the work with interest and enthusiasm. The instalation of officers was made public in the evening and together with a splendid supper and social enjoyment the evening was certainly a pleasant one. Before concluding our entertainment an opportunity was given the Brothers of 187 to take the degree for the conductors, all of which were more than willing and stood the ordeal bravely with one exception, that of the chief conductor who was scared completely out. We think if Bro. McAlpine could surmount the difficulties in his way, surely Bro. Ammerman was needlessly alarmed. During our pleasant stay in Sunbury we were entertained by Mrs. J. B. VanDyke and Mrs. Robt. Kline, both of whom with their families made our visit to their city a pleasurable one, and one not soon to be forgotten. Our best wishes are with the ladies of Sunbury.

Our next place was Camden, N. J., but Sister Moore of Philadelphia having kindly invited us to stop with her the invitation was graciously accepted, and she with Sister Wilse and the members of our division of that city did all in their power to make our visit pleasant, and to say they succeeded grandly is a mild way of putting it.

On March 22nd, we instituted New Jersey Division No. 9, at Camden, and with the assistance of the officers of Erickson Division No. 5, of Phila-

delphia and the attendance of that division in a body the afternoon was indeed a pleasant as well as profitable one. A refreshing tea at the home of Sister Gordon and we were ready for public instalation of officers which began promptly at eight o'clock. If smiling faces and pleasant words are indicative of enjoyment, surely all had a good time. We feel proud of the ladies of Camden whose division promises to be a flourishing one.

But the Brothers! All of them too timid to take the conductor's degree. They said the boat would leave us, we would miss the last car, etc. What a shame. Now all ye conductors who are sisters in the auxillary, I warn you that if any of these Camden conductors come knocking at your door don't let them in for they are not members. But perhaps we are a little too severe for if they are a little timid they are indeed generous and hospitable, and our thanks are due them for a delightful trip and a day's pleasure at Atlantic City.

Soon after our return home we were again called to institute another division, this time at Frankfort, Ind. With the able assistance of Mrs. G. M. Saner, past grand J. S. of Ft. Wayne, Ind., we were soon the happy possessors of another division. This division is known as Easter Lily, No. 10, is well officered and has the hearty support of every member of Cloverleaf, No. 254. Here the conductors fell in line with those of Sunbury and were initiated into the mysteries of the conductor's rank. We believe the stammering and blundering way in which some of them repeated the obligation that they considered our teachings pretty severe. Live up to your obligation, brothers and I am sure you will profit by it.

Through the kindness of the editor we take this opportunity to announce that the third annual convention of the Ladies Auxillary to the Order of Railway Conductors will meet at Columbus, Ohio, on June 9, and convene at 2 p. m., for the transaction of business, at which time all officers and delegates are requested to be present.

MRS. C. E. RAGON.

Grand President.

A Price in the Hand of a Fool.

BY S. E. F.

An anxious and serious time had arrived For old farmer Brown, who for years had contrived, Through very had toil and "severe putting by," The wherewith to gain to let John the world try. Before launching John upon life's great ocean, Which often is lashed by storms to commotion, He said, "my son, when the storm makes a rumpus, And 'land marks' are lost just look at the compass."

While farmer Brown's school days had been very few,

By experience taught he knew what he knew, Also knowledge from the Bible and maxim To John he would give. "If danger attacks him" "In hideous shape or seducing device," "He holds," said the farmer, "in his hand the price,"

"That will purchase for him much immunity." "So these perils won't come with impunity."

Said the farmer, as he gave him the money:

"When you see a bee 'tis no sign of honey,"

"But *where honey is*, by close looking one sees,"

"Not very far off, the approach of the bees."

"Like them, knowing *labor conquers everything*."

"Remember, *out of nothing nothing will bring*,"

"Do not wait for to-morrow but to-day push,"

"*A bird in the hand is worth two in the bush*."

"*A kinness is never lost*, may you take heed,"

"That the gentle in manners are brave in deed."

"John, if sinners entice thee consent thou not,"

"Discretions shall preserve thee, if unforgot."

"Strike not thy hand when with strangers you part."

"Nor for him be surety or surely you'll smart."

"In vain in sight of birds does one spread a net,"

"Be wise in your own eyes, bird-like don't forget."

"Wine is a mocker, a woe, sorrow and curse,"

"Wine bibbers will say, let us all have one purse."

"Do not, my son, but for a moment suppose,"

"Your bosom can hold fire and not burn your clothes."

"Contentions and wounds also redness of eyes,"

"Is the portion of one who wine bibbing tries."

"He that winketh with the eye causeth sorrow."

"Don't do it John, a bad habit don't borrow."

"Don't choose a companion who 'gets off the hooks,'"

"Do not with a furious man, in his looks."

"Strange women avoid, John, like a narrow pit,"

"Consent not a moment with them once to sit."

"A contentious woman avoid in marriage,"

"Better a crust than get such with a carriage."

"For a bawling woman is, hear what I say,"

"Continual dropping like a rainy day."

With this "immunity" price in possession, John took his place in life's moving procession. That which is given, men too often disperse, Inherited wisdom don't often make wise.

"Father's old maxims are quite good, in their place,"

"To know a thing well he would make a test case."

Much priceless knowledge, when freely donated Because 'tis unearned is soon dissipated.

John said, "without labor my wits we shall pay."
He left till to-morrow the work of to-day.
He was surly and gruff, gave ear to cry:
"Eat, drink and be merry, to-morrow we die."
Lacking discretion, every stranger he met
Beguiled him at once, while "in sight was the net."
Wine, he drank often, also whiskey and beer,
Till he "winked with *both* eyes" in a drunken leer.

Merry companions, wine, women and sinners,
In the race for John's wealth, came out the winners.

Maxims forgotten, completed his danger,
He married—his wife a scold and a stranger.
Discouraged, disheartened by her "dropping"
tongue,

From his dying bed this confession was wrung:
"Success was in reach, through my father's advice,
Being wise, in my eyes a fool held the price."

—•—
Crocheted Shoulder Cape.

Make a chain of six stitches and join.

First row—Tweve double crochet in chain.

Second row—Six double crochet between every three stitches.

Third row—Nine double crochet in the middle of each set of six stitches.

Fourth row—Six double crochet between the third and fourth stitches, also between the sixth and seventh stitches.

Fifth row—Six double crochet in the middle of every stich of the preceding row, and put a short stich between every shell of six stitches.

Sixth row—Like the fifth.

Seventh row—Nine double crochet in the middle of every six stitches with short stich between the shells.

Eighth row—Like the fourth.

Ninth and tenth rows—Like the fifth.

Eleventh row—Like the seventh.

Twelfth row—Like the fourth.

Thirteenth, Fourteenth, fifteenth, sixteenth rows—Like the fifth.

Seventeenth, eighteenth, nineteenth and twentieth rows—Put eight double crochet in the center of every shell.

Twenty-first and twenty-second rows—Put ten double crochet in every shell.

Twenty-third, twenty-fourth and twenty-fifth rows—Twelve double crochet for every shell.

Twenty-sixth row—Sixteen double crochet in the center of each shell of twelve double crochet.

This cape is to be crocheted *very loosely*, with large needle, from Shetland floss, three skeins of which will be required. When completed the cape will be round and is to be folded together near the center.—*Good Housekeeping.*

Common Ailments.

A handful of flour, bound on a severe cut, will often stop the bleeding.

For cankered throat, sore mouth, etc., use borax and honey; drink sage or slippery elm tea.

Cool the blood by drinking cold water in which a little pure cream of tartar has been dissolved.

Any one who has been scalded by steam should be taken to a warm room, and the parts drenched by cold water.

A tea made of ripe or dry whortleberries, and drank in place of water, is claimed to be a speedy cure for many forms of scrofulous troubles.

Lime water is good for chilblains. Use it both strong and hot. A saturated solution of alum in water, used hot, is also very efficacious.

For simple hoarseness, take a fresh egg, beat it and thicken with pulverized sugar. Eat freely of it, and the hoarseness will soon be greatly relieved.

Any one can add strength and weight to his body by rubbing well with olive oil after a warm bath. Oil baths are particularly beneficial to delicate children.

A person whose nose, ears, hands or feet have been frozen, should be taken into a cold room, and the afflicted member rubbed with snow, iced water, and wet cloths.

Those who suffer from a sensitive skin, subject to frequent irritation and roughness, should never wash in hard water. Boiled water will often prove of benefit to delicate complexions.

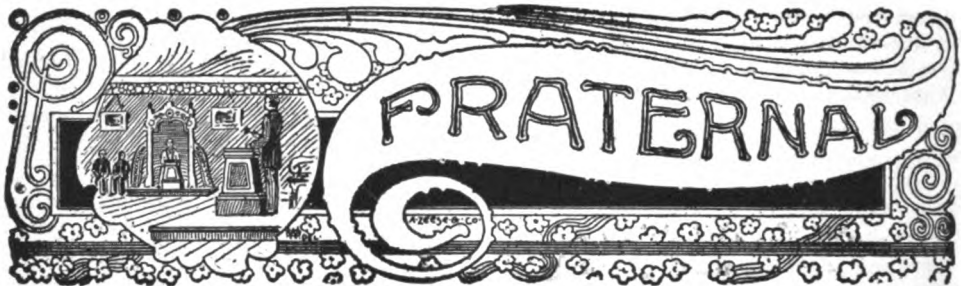
Equal parts of cream tartar and saltpetre make an excellent remedy for rheumatism. Take one-half teaspoonful of the mixture and divide it into three doses. Take one of these doses three times a day.

When the ankle has been severely sprained, immerse it immediately in hot water, keeping it there for fifteen or twenty minutes. After it has been taken out of the water, keep it bandaged with cloths wrung out of hot water.

The white of an egg, with a little water and sugar, is good for children who are troubled with an irritable stomach. It is very healing and will prove an excellent remedy for diarrhoea, as well as a simple preventive for bowel disorders.

As an antidote for a consumptive tendency, cream acts like a charm; to be used instead of cod liver oil. Also aged people, invalids, and those who have feeble indigestion or suffer from dullness, as well as growing children, will be greatly benefited by taking sweet cream in liberal quantities.

—Greta Beverly.



Sacramento Division No. 105.

MOUND HOUSE, Nev., May 7, 1891.

Editor Railway Conductor:

In the last number of *THE CONDUCTOR* I saw a letter concerning the resignation of my brother, T. C. Gale, as conductor on the C. P. R., Division No. 80, and reading the same brought vividly to mind reminiscences of youthful days when I was there and the many transitions that have occurred since then.

Seeing letters from members from Vermont engenders the idea of communicating through the columns of your journal the similitude of railroads here and those of the Green Mountain State. For several years previous to my exodus to California I was engaged in railroading there.

I seldom see any letters from members of this Division in this section, but the dereliction on their part has been due to the dearth of news, scarcity of roads, and sparsely settled condition of the country.

For the past twenty-four years I have been employed on various railroads on the Pacific Coast, and for the past sixteen years I have been in the land of sage brush and silver.

On the C. & C., where I am at present, and which runs mostly through a desert country, we are practically isolated from the grand trunk lines of this Division, having but one terminal connection; in consequence railroad traffic here is lighter than in the east; we seldom have an accident and virtually nothing to mar the even tenor of our ways.

Here the inhabitants are more partial to the seclusion of the howling desert and the sweet voice of its yet more howling monarch, the slim and transitory coyote, than to the ways and manners of urban life.

Warm weather has already put in its appearance and when it gets to maximum it registers from 110 to 115 degrees in the shade for several

months, but it never gets exceedingly cold as in the east.

Roads here are kept up to and run on as high a standard as in our eastern states, with the exception of speed.

I have chosen this land of gold and silver as my future field of labor, hoping one day to have accumulated enough of the same to retire from active operations.

Yours truly in P. F.,

A. Y. GALE.

GOODLAND, Kan., May 10, 1891.

Editor Railway Conductor:

I am no professional at writing, either for book or paper, but as I am elected to do the scribbling for this Division, I will grasp my pen for a short space of period, and if I do not get those abbreviations in just right the editor will have to overlook the first offense.

Brother Garretson organized Prairie View Division No. 276 at Goodland, Kansas, April 5th, with sixteen charter members, and several have since knocked at our door for admission. Everything is prospering nicely.

Our officers are: W. B. Usher, C. C.; P. H. Kinney, A. C.; W. J. Aurand, S. and T.; F. M. Sands, S. C.; F. C. Pritchard, J. C.; S. A. Miller, I. S.; J. W. Lacy, O. S.; P. H. Kinney, delegate; James Fuller, alternate.

P. H. Kinney left the 8th as delegate to the Grand Division at St. Louis.

Every member seems to take an active part in the welfare of the Order, and we hope to show this Division second to none in the near future.

Brothers Beers and Collins are making great preparations to attend the World's Fair.

As this is all at present, I will close.

Yours truly in P. F.,

J. H. J.

HORTON, May 3, 1891.

Editor Railway Conductor:

One word in regard to Horton Division 226 O. R. C. We are in bad shape in regard to the growth of our Division in the future. We have every conductor running out of here that is eligible as a member of our Division, except one, and we hope to see him a Brother soon.

In all other respects we are first-class, except that our C. C. is not the right man for that position; but the Division will have to put up for him (I mean with him) for only a few short months longer.

I will close with a few words in regard to some of our Brothers. Brother Hollis tried to Caper on Hegginberger and in the mele Obrion Bledsoe that Moran Ran-som distance and Pittenger tried to help; Horan could not see the Merriott of it, but Jake said it was Allbright. Jim may be Green-well, but Bard cannot see it at present. Friberger can see Moore in Fairbury and get a Dunlap at the same time than any other man. Did you ever see Mellican man Hopper 'round. Haberman says he quit Joslin last Summer and took a Prentice in Mattison square. Chamberlin tried to Getter but Bell Ran-som, too fast for him.

Now, Mr. Editor, if you will please put this in the waste-basket you will save a disgrace to the Brothers of 226, and the world will never know their sad mistake in appointing a correspondent for Division 226.

Your in P. F.,

C. D. STANNARD.

WORCESTER, Mass., May 4, 1891.

Editor Railway Conductor:

Some one asks, "Is there a Division of the Order in Worcester?" and well may they ask it for all that can be seen of one in our magazine, but if you should drop around and ask any of the boys that question you would soon find out that there was and that the boys were rather proud of their Division, too, but your humble servant, whom the Division saw fit to elect correspondent, is guilty of negligence, in that he has not furnished THE CONDUCTOR with anything for publication.

What a change has come over us in one short year. Previous to the meeting of the Grand Division in Rochester, N. Y., a year ago, this Division stood to a man against any such change as was made in our laws at that time, but we have seen our error and gladly acknowledge that we were wrong. How can we help it when we look back and see the good that has been done since that time? No one in their right mind can say that we did wrong in making such a change.

Federation, did I hear some one say? Well,

yes, we have talked it over some, and not long ago this Division passed a resolution that we were in favor of federation. Last year our delegate went to the Grand Division with instructions to oppose the proposed changes; this year he goes with no instructions, but he will vote for federation, provided it is not too strong.

Should a federation be formed among the different organizations of railway employes, I hardly think that the federation would be called upon to take any action in the New England states, for the officials, with a very few exceptions, seem to be willing to grant any reasonable requests which the employes may make.

This Division will not be quite so largely represented by honorary members this year as in the past, but those who meet Brother Reynolds will find him to be a level-headed man and one who will understand the motion before voting on it. We place great confidence in "Skip," and think he will pull through with the business on hand if there are not a number of honorary members with him. Brother Follansbee is the only one to go from this Division, and those who meet him will always remember him. Fred is a whole "hoss and team" with a band of music thrown in.

Brother Bryant, our regular delegate, is unable to represent us. His wife has been sick for some little time, but we are very much pleased to learn that she is improving.

Hoping that ink bottles may not be as plenty at St. Louis as at Denver, I am,

Yours truly in P. F.,

DAN.

Bradford Div. No. 200.

BRADFORD, May 2, 1891.

Editor Railway Conductor:

I am pleased to inform you that we had a very pleasant visit from Brother Wilkins last evening. He came for the purpose of instructing us and we appreciated it. Brothers E. Langworthy, Brown, Gardner and Dailey met him at the train and escorted him to the Riddell, and after dinner they put him on board the B. & P. train for the great Kizma bridge. After viewing the bridge they took a coal train for Bradford, and proceeded to see the town.

In the evening we had a very interesting meeting. At 1 o'clock we repaired to Hotel Willard and partook of a fine "layout," the best of which was about twenty pounds of fine brook trout caught by Brother Fagnan.

Brother Wilkins left at 8:15 a. m. for Oil City and on his way home.

Your in P. F.,

Dock.

From a Dispatcher's Standpoint.

GOODLAND, Kan., May 5, 1891.

Editor Railway Conductor:

Please allow me a few lines in your valuable paper, in which I desire to answer an article in your issue of May 1st, entitled "Experience vs. Theory." The author has undoubtedly attempted to write upon a subject on which he is not posted and which never should be discussed in print. The minute you try to tell the general manager or general superintendent who he should or should not promote to the position of train master or division superintendent, you meddle with other people's business, which above all things is the one thing you should avoid.

When you say that a telegraph operator or train dispatcher is not fit for the position of train master or superintendent, you make a very broad assertion and one which you cannot substantiate, and absolutely say that some of the best railroad men in the United States are and were unqualified to hold the positions they have or are now filling so successfully. I refer my friend to several well known men, who have and are now holding very responsible positions, and who began as operators and train dispatchers. For instance, Wm. B. Strong, who was for years the highest official of the A., T. & S. F.; E. Pennington, general superintendent of the Soo line; W. G. Collins, general superintendent, A. J. Earling, general manager, and J. B. Cable, all of the C., M. & St. P. I could point you to a host of others, but will simply call your attention to the Rock Island route, where you will find men from the train service and also from the telegraph service, who are now holding these positions, and I defy you to find a word of complaint against either, which shows plainly that a good man, whether he be a train man or a train dispatcher, will make a good man in a higher position. I admit there are hundreds of dispatchers who would not make good train masters or superintendents, and I also assert, without fear of contradiction, that there are hundreds of train men who could not fill these positions. But, sir, there are not enough of these positions to give us all one, and those that are made vacant can be filled by the proper person without any suggestions to the general manager or general superintendent of whom he should or should not promote.

Can it be possible that there is one man in the train service who will come out and virtually assert, as this man does, that there are no men on a railroad fit for promotion except train men?

In conclusion, I would say that I am a train dispatcher and that I have done some train work also, and that I have seen but very few train

masters or superintendents who could not do their work in first-class shape, no matter from what field they were promoted. This is a subject that should never have been started, as it will tend to make hard feelings between train men and dispatchers, and they are a class of men who should work in perfect harmony.

Thanking you for the space that should perhaps be filled with a better article, I am,

Very respectfully,

C. B. J.

PARIS, Tenn., May 6, 1891.

Editor Railway Conductor:

Having seen nothing in THE CONDUCTOR from our Division, which is Memphis Division No. 175, I concluded to write.

We have about fifty good, true members, of whom any Division might well be proud. We meet every Sunday afternoon and 'tis with a thrill of pleasure that we approach our Division room and with the assurance that it was an evening well spent that we take our departure, and as we bend our footsteps homeward the words, "'Tis to the field of duty our steps should lead," often occur to me, as I go through the many duties life imposes.

Our Chief Conductor, whose name is McDonnal, is a very worthy gentleman and could not be engaged in a more worthy cause. This he no doubt realizes. By his sterling worth and congenial manners he has endeared himself very much to us all.

Next comes our Secretary and Treasurer, Mr. Thos. Billingslea, who is also a very worthy gentleman. Of course we all like him, as all must one who is true to the right cause. Kind, cheerful and always ready to say a pleasant word or be a true benefactor to a Brother who may meet with with misfortune.

Mr. O. M. Dunn is our Superintendent, and enough cannot be said in that kind gentleman's praise; words are inadequate to express his kind consideration to employes.

Mr. S. Dunn is our Master of Transportation, and he is a gentleman in every sense of the word and well qualified for the office he fills. If your humble servant might be allowed an opinion, he would say that he was truly the "right man in the right place."

Well, for the dispatchers. We have Tedro Garner and another little fellow whose name I can't spell; nevertheless they are both most estimable gentlemen.

Last but not least, I would like to mention our Chief Dispatcher, F. N. Fisher, who is a prince of good men.

Having such worthy men to fill the important

offices, it is needless to say that the men of this branch of the L. & N. have been providentially provided for.

Next I will give you the names of a few of our passenger conductors. I mention "Pretty" Little Henry Bradley, "Dandy" Henry Cole, J. J. Raney, Neil and Sharp, all of whom are Order men.

I cannot close this without the mention of our popular accommodation conductor, Johnnie Green Weddle.

On freight we have A. Weddle, who is extra passenger conductor, and R. H. Bine, who has been with us only a short time, but by his straightforward, manly bearing has made many good friends.

Our engineers are all good. Nothing can be said detrimental to any of them.

Should this letter meet the eyes of F. R. Maclin it will remind him that he has a sister, and I beg to inform him that she is very anxious indeed about him; also, that he has three nephews, all fine boys, of course.

Yours in P. F.,

A. T. MANLEY.

NESCOPECK, Pa., May 15, 1891.

Editor Railway Conductor:

Business demanding the presence of myself and Brother S. H. Geasey in Wilmington, Del., May 6, 7, 8 and 9. our acquaintance was made with Bros. Hitch, Parker, Pierce, Townsend, Waller and the Boylan Bros. of Wilmington Division No. 224. We were delighted at the fraternal feeling displayed toward us by these Brothers. We had hardly become settled in our hotel before we were called on by several brothers, who were made aware that there were two brothers from Sunbury Division 187, in the city, and of course we were hunted up and a right royal time was given us. It so impressed Bro. Geasey and myself, that we were almost led to believe it was a dream. But Bro. Geasey's ideas were awakened by pulling on an electric battery to six hundred pounds, which caused Bro. Hitch to roll with laughter. I believe Bro. Boylan, who is attending the Grand Division at St. Louis, is laughing yet about it. As we had a few days of leisure time, we, at the earnest solicitation of our friends, extended our trip to Cape Charles City, Va., over the P. W. & B. and N. Y. P. & N. R. R., and our journey was made most pleasant by Bro. Wilson Pierce, who kept us informed as to the points of interest along the route. As the Sunbury Division of the P. & E. railway is very crooked, and a straight line a mile long a curiosity, we were greatly surprised to learn that we were riding on a straight line

forty-two miles long, and also surprised to learn that sixty miles were ballasted up with oyster shells. The country along this road is almost as level as a floor from the ocean to the bay, and affords a broad scope for the eyes. We arrived at Cape Charles City at daybreak, and on looking west from the station we beheld the Chesapeake Bay; as this was our first sight of salt water we stood amazed and softly murmured,

The bay at rest
No storms invest
Her peaceful calm and liquid breast,
Here glowing lips
Of foreign ships
Within the sun rays rise and dip.

We were finally invited to a walk along the beach by Bro. Pierce and duly initiated to a dose of salt water and had the tide to kiss our feet. Some exciting exploits were narrated to us, which held us spell bound. Bro. Geasey captured a horse shoe fish, which he brought home with him to exhibit. I suppose to help pay his expenses of the trip. Bro. Renninger and another Brother, whose name I did not learn, were out fishing in the bay, when they discovered what they thought a sea serpent and they moved for shore for dear life, only to find their mistake in a large sea turtle. The incident caused a great deal of amusement to the spectators. Our fun was cut short by Bro. Pierce calling "all aboard," and we commenced our return trip, which was made pleasant by our introduction to a new Brother at almost every station along the road, and who showed by their social interest and manner that they are Brothers to be well proud of.

Several invitations were extended to us to spend Sunday with Brothers, which we were most thankful for, but could not accept as our vacation was about to a close. As we were on a through train to Philadelphia, we failed to bid some of our new made friends in Wilmington, good bye. We desire to extend our thanks to all the Brothers, who in any way helped to make our visit one of the most pleasant and happiest we had ever before experienced, and one that has left an impression on our hearts that can never be effaced.

Yours in P. F.,

W. B. KOCH.

Sunbury Division No. 187.

DETROIT, Mich., May 8, 1891.

Editor Railway Conductor:

GREETING. Detroit Division No. 1, B. of L. E. and International Division No. 48, O. of R. C. will hold a Union Meeting at hall of International Division No. 48, in Cowie Block, corner of Gratiot avenue and Farrar street, Sunday June 7, 1891,

at 9 a. m. and 2 p. m., standard time. Grand officers of both Orders are invited.

All divisions of the B. of L. E. and O. of R. C. are invited to send representatives.

Federation, especially system federation, will be the principal subject under discussion, and we request that all brothers interested will attend.

The hotels will give rates as follows:

Normandie, \$2 per day: meals 50 cents, lodging 50 cents.

Wayne, \$2 per day: meals 50 cts., lodging 75 cts.

Griffin, \$1.50 per day: meals at corresponding rates.

Griswold, \$1.75 per day: if two persons will occupy one room, meals 50 cents.

Please notify the secretary whether you will send a representative or not; also how many can be expected.

We are fraternally yours,

L. NOTTON,

JAMES MARTIN,

Chairman Joint Com.

Secy. Joint Com.

327, 23d street Detroit.

Our Trip Across The Continent.

On the 11th of May, 1889, at an early hour in the morning we found a very large throng of uncommonly pleasant looking men, many of them accompanied by their ladies, who were also showing their appreciation of the favors about to be shown them, by their smiling countenances. The cause of this large crowd of happy people was the excursion given by the C. B. & Q. railway company to the Order of Railway Conductors from Chicago to Denver, to attend their annual convention.

The happy people were so numerous that it required three trains of nine Pullman, one dining and one baggage car each to accomodate them, and these trains were as grand in every respect as ever moved out of any depot. The dining cars were the finest we ever saw, and the bills of fare contained everything we could think of, and many dainties we had never heard of.

The road bed was in the best possible condition and the trains were run with extreme caution, the second and third sections not being allowed to pass a station until the one ahead had passed the next station, thus avoiding all possibility of a collision. No pains were spared to make the trip as pleasant as possible, stops were made at all important towns, giving us time to look them over. Being met by brass bands at Aurora, Galesburg, Burlington and Ottumwa, that were able to render first class music, added greatly to the pleasure of the occasion.

We crossed the great "father of waters" at 6:15

p. m., and it was a grand sight and the longest bridge we had ever crossed, and the bridge, like everything else about the road, was of the best. The little bluffs at Burlington would seem like mountains to any one who had never been outside the state of Michigan.

On Sunday morning May 12th, the first place we saw was Hastings, Iowa, so we had the pleasure of crossing the Missouri river by daylight, and this was another grand sight for one who had never seen anything but Michigan rivers.

Lincoln, Nebraska, twenty-four years ago had only one log cabin, and it now has over 50,000 inhabitants and is a beautiful city. Holdrege, Neb., was only five years old and had 3,000 inhabitants, water works and electric lights.

The C. B. & Q. has elegant depots and runs through a very fine country. The beautiful cities and immense farm buildings show that the land is what it looks to be.

The first place we saw on the 13th was Roggen, forty-seven miles from Denver. The country for miles was one vast plain covered with cactus and herds of cattle grazing. We arrived in sight of the Rockies, about twenty miles from Denver and could see their snow capped peaks fifty to ninety miles to the right, and old Pike's Peak one hundred miles to the left. We arrived at Denver in good season in the morning and found that she well merited the name, "Queen City of the Plains." In the afternoon we took the cable car out on Broadway and had an elegant view of Pike's Peak and the foot hills of the Rockies, and it would surprise you that these foot hills which look to be only a morning's walk before breakfast away from you, are from twelve to twenty miles away. On the 14th, we took the cable car out on Colfax avenue and saw the mountains from Capitol hill. Then we took in the town in general. the Tabor Grand opera house was the finest and largest we ever saw. The Denver Club was all that money could buy, the court house and state capitol buildings were second to none in the land. The M. E. Church with its \$30,000 organ and everything else to match was certainly fine, and all the other churches are equally grand. The school buildings and colleges are certainly up to the times, and the hotels and business blocks will match those of any city, and in fact it is surprising to think that where only thirty years ago the buffalo and wild indians roamed the plains, now stands a beautiful city of 125,000 souls. Denver has the finest climate in the world, and more sunshine than any other part of the world. And another grand thing about the city is its grand union depot, all roads running into the same depot, and all street cars from all parts of town running di-

rect to this depot, making it very convenient getting to any part of town from the depot, or from any part of town to take a train on any railroad. I will now give you a chance to rest and hope to interest you more next time by telling you about our ride by the side of the beautiful mountain streams and through the grand canyons of the Rockies.

N. E. R.

Division No. 256.

TAYLOR, May 10, 1891.

Editor Railway Conductor:

I am authorized to make apologies for the silence in which we have participated since our last election of officers. Bro. R. A. Arnold was elected Chief Conductor. He is a man worthy and capable of filling the highest, position offered by the Order of Railway Conductors. His efforts in promoting the interest of Division 256, have been such as to endear him to all those who have met him in private or public consultation. Brother Arnold has been promoted to the position of superintendent of the Portland Harbor Improvement Co., of Portland, Texas. We regret seriously the loss of such a brilliant man.

Brother C. H. Turney, assistant chief, is acting at present. We feel proud of Bro. Turney, thoroughly convinced of his ability as a leader and instructor. And judging from the interest he has manifested in the advancement of the Order, nothing but success can crown his efforts.

Brother McCoot, duly elected Senior Conductor, is far below the average physically, but in mentality he has far in excess of the average amount allotted to each man. He is a gentleman with few equals and they have long ago lost the moulds to manufacture his superior.

Other officers and members deserve special mention, but time and space will not allow.

No. 256 has now thirty members, two candidates for initiation and four applications. Nothing has occurred to mar the progress of Sanga-briel, yet in her infancy, she has wafted her banner in the mid air proclaiming justice to all, any one whose principals have not sufficiently developed against the so-called scab, need never knock at the doors of Division No. 256. Her skirts are clear of such material, and I hope will forever shine in the light of prosperity.

I am glad to think the M. K. I. has nothing but brakemen and conductors in her transportation department. She is not infested with a class of men trying to become conductors through some frivolous organization.

Notice a communication from Palestine in the B. of R. C. Journal, the writer compares Bro. Daniels with an old negro in slavery times.

Judging from the actions and conduct of the B. of R. C., they are imitating the old negro. During the Charleston earthquake he gathered his family around the fireside and began to pray. He said, "come down, Oh Lord, come down in person and do not send your Son because this aint no child's job." Providential protection is the only salvation. The B. of R. C. recognize the fact that they are standing upon the brink of destruction, and that they will be inevitably swallowed as though an earthquake had struck the vital chord.

I wish to mention the B. R. T. Lodge of Taylor. From outside observation they seem to be prospering wonderfully. They are actively engaged in promoting the interest of the Brotherhood and I don't think a more brilliant set of boys could be found any where, sober, industrious and without an exception honest and upright. The B. R. T. and O. R. C., are working in harmony and peace. Both recognize the fact that one without the other can accomplish nothing.

Wishing the Order much success and for federations first, last and all the time

I am yours in P. F.,

W. H. C.

A Brutal Burglar.

The residence of Mr. William P. Sheehan, a conductor on the Wabash railroad, No. 1211 East Cook street, was the scene of a most brutal assault early yesterday morning. Mr. and Mrs. Sheehan were in St. Louis and there were at home at the time Mrs. Sheehan's sister and niece, his daughter, Miss Lillie, and the servant, all of whom were sleeping up stairs except Miss Lillie, who was asleep on the sofa in a room down stairs, she being paralyzed on the left side and partially blind, from the result of a kick in the breast by a horse at Dayton, O., a few months ago. Miss Sheehan awoke and heard the clock strike, and thought it struck 3, and at the same time became conscious of the presence of a man ransacking the bureau drawers. He remarked to her, "Oh; you have woke up, have you?" She asked who he was, and he answered if she made any noise he would kill her. She told him she was blind and paralyzed, and begged him not to hurt her. He then told her to tell him where all the jewelry and money or valuables were, and she said there were none in the house. He then got a towel and tied it around her wrists, and when this had been done, she opened her mouth to scream, when he held his hand over her mouth and got another towel and tied it around her neck and twisted it tight, almost choking her. He then resumed his work of looking for valuables, and upon the young lady attempting to make another outcry the towel was twisted more tightly and tied in a knot, almost strangling her to death. He then dragged her from the sofa and let her lie on the floor. After going through all of the drawers and spilling all the medicine over the floor, he

got out of a front window and escaped. A gold watch which belonged to Miss Sheehan was dropped by him as he was going out of the window, and two bottles of wine, which she was taking as nourishment, were found on the ground outside. It cannot be found how he got in the house, as there are no traces to show the location of his entrance. When Mrs. Sheehan's sister and niece came down stairs in the morning, they found their niece lying on the floor and her face a deep purple, the towel still being tied around her neck. They ran to a neighbor's house and told them that Lillie was dead, but after rubbing her for some time, she came too sufficiently to tell them what had happened, and that when she reached up she touched the man's face, and that he had a short beard and his face was scratched. The doctors say that the shock may result in total paralysis. The young lady was suffering intensely from the shock, yesterday, and her chances for recovery are very small. Nothing of any value was taken from the house.

The above refers to the family of a worthy Brother who was a member of the Grand Division at St. Louis. He was called home by telegraph, but found his daughter's condition so much improved that he returned to St. Louis. It is unnecessary to say that should the brute, who could commit such a crime, ever be seen by Brother Sheehan he will quickly receive his just deserts. THE CONDUCTOR hopes he may be apprehended and be judged in accord with the enormity of the crime.

DENISON, Texas, May 9, 1891.

Editor Railway Conductor:

"Texas," or the regular correspondent of No. 53, at last has made one effort through our journal to let his friends know he is still in the land of the living, although still with Brother McNeilan engaged in selling real estate. The correspondent has left for St. Louis, where he will endeavor to have the Grand Division on their excursion take in Aransas harbor, while visiting Texas.

Death has, since my last letter, invaded the ranks of one of our Brother conductors, namely, Brother D. Luck, from 53, who had been running a train on the M., K. & T. for several years died, April 20th, with abscess of the stomach. Brother Luck suffered greatly before relieved by death. The members of Division 53, ever watchful for the welfare of one of their member's families, assisted Mrs. Luck in seeing that the insurance assessments in the Order were not allowed to remain unpaid. And again the wife of Brother Pauline, of 53, also sister of Brother G. W. Scales, passenger conductor north of Denison, M., K. & T. railway, after a long and painful illness, died April 24th, at Dallas. Mrs. Pauline was followed to her last resting place by a large number of relatives and friends.

Business on the M., K. & T. north of Denison is not quite so heavy in May as in April, and the boys now are not called in Denison to go out before they register in. However, they still beat the I. & G. N., T. & P. & I. M. roads in all rail shipments of St. Louis and Chicago stock from four to sixteen hours.

Several of the Brothers of 53 are on the sick list at present, namely, Hudler and Curry have had la grippe, but will soon be with us again.

Brother M. Maloy, formerly C. C. of Division 131, is now on the extra list with us with prospects of a regular run in the near future.

Brother Stone has taken a partner for life. Her name is Miss Jane Eyree, one of the most beautiful young ladies of Denison. Mr. and Mrs. Stone are now at Cape May on their bridal tour, but will return via St. Louis in time for the Grand Division. Rumor says Jacobs and Gray are contemplating taking the same route.

Brother Carriker has left for Mexico, where it is hoped he may be more prudent and not slander a worthy Brother, as was the case with our worthy Secretary and Treasurer.

Great expectations are anticipated from the St. Louis meeting, and Brother Clark's idea of the insurance plan meets the approval of all, or nearly so, of members of 53, namely, making it compulsory.

Mrs. Page and daughter, mother and sister of Brother Page, local conductor, are now residents of Denison and have bought property on Gandy street. GATE CITY.

Cleveland Division, No. 14.

CLEVELAND, O., May 17, 1891.

Editor Railway Conductor:

I having been appointed correspondent for Division 14, I will try and give some news from Cleveland. At the last meeting in December the following officers were elected:

C. P. Hodges, C. C.; T. C. Atwater, A. C. C.; F. R. Morwic, S. and T.; J. D. Ryan, S. C.; F. R. Briggs, J. C.; D. Gilmore, I. S.; O. S. Lynch, O. S.; C. P. Hodges, Delegate; John McVean, Alternate. Since above election, Brother Morwic has resigned owing to change of his run, he not being able to attend meeting regularly. M. R. Miller is ably filling the the vacated chair of S. and T.

We closed the year with 113 members. Have since received twenty-two Brothers. I think with ending of 1891 we will be able to show a membership of 175. But I am sorry to say with our large membership our meetings are poorly attended. Some of the Brothers must carry the

idea that the payment of dues settles their obligations. We should at least have 50 members present at each meeting. Now, let each one of us make an effort to create a little enthusiasm in some of our dilatory Brothers and see if we cannot get a better attendance.

Our meetings are 2d and 4th Sundays, latching always on outside of door. Brothers visiting Cleveland call and see us.

Yours in P. F.,

"ALEXIS."

Under the head of "Mentions," No. 10, May 15th, an item appears: "Members of the Order who visit Chataqua Lake should call on Brother S. F. Francis." I heartily coincide with the writer, that a good time can be assured, for a better place to hunt, fish and grow fat could not be found, and all will agree that Brother Francis cannot be beat as an entertainer.

"ALEXIS."

If vaseline or butter be applied to the skin, immediately after a blow of any kind, there will be no discoloration. But to be effectual, it must be used directly after the accident. The bruised feeling may be relieved by witch hazel.

BROOKFIELD, Mo., May 21, 1891.

Editor Railway Conductor.

The following circular will explain itself:

ST. JOSEPH, Mo., May 15, 1891,

Mr. P. H. Houlahan is hereby appointed superintendent of the west division of the H. & St. J. R. R. with office at Brookfield, Mo.

S. E. CRANCE,

Approved. General Superintendent

W. C. BROWN, General Manager.

Mr. Houlahan came to Brookfield several years ago as train master and was soon after made assistant superintendent, and this last appointment shows how well he has discharged the duties devolving upon him. It is no surprise to the many friends of Mr. Houlahan, who have long since known that he is eminently qualified to fill any position in the catalogue of railway officials. Mr. Houlahan is a practical railroad man, having began at the lower round of the ladder, and his ability to fill any position tendered him has enabled him to climb steadily onward and upward. He has many warm friends who wish him success, not only among the officials, but also the majority of the men who are so fortunate as to be under his supervision.

H. & ST. JOE.

Collins Division, No. 5.

BALTIMORE, MD., May 20, 1889.

Editor Railway Conductor:

As I have not seen anything in the journal from Collins Division, No. 5, for a long time, I think it proper to let the Order hear from this division at this time. Only a few years ago Collins Division only had about twelve or fifteen members—the conductors in this part of the country realized the importance of becoming members of the Order and Collins Division, No. 5, was organized, and now I am glad to say we have one hundred and ten members all in good standing, and more coming in at every meeting. We meet three times a month and have a good attendance at every meeting. Will let you hear from me again soon.

Yours in P. F.,

L.

SIoux CITY, Iowa, May 23, 1891.

Editor Railway Conductor:

To our many friends who have so kindly expressed their sympathy to us for the loss of our darling little boy, we return to you our thanks for the many tokens of your kindness.

MR. AND MRS. W. W. FLACK.

PHILADELPHIA, Pa., May 22, 1891.

Editor Railway Conductor:

Allow me through your columns to acknowledge the receipt of my insurance, which I received through Mr. Mac Veigh, who kindly attended to it for me, and also to speak a word in favor of the benefit department. It is certainly an excellent institution, one in which all should join in consideration of those who are left. The cost is small and the benefits are great.

Yours truly,

MRS. M. L. MORGAN,

261 South Fifteenth street, Philadelphia, Pa.

Rock City Division 135.

Editor Railway Conductor:

NASHVILLE, May 22, 1891.

As I do not see our Division represented in your very valuable and instructive volume, I thought I would make a break, and that some of our literary Bros. would write us up so that the world would know that there was such a Division as Rock City,¹³⁵ We meet first and third Sundays at 1:30 p. m., Pythian hall. I will say our Division is work-

ing splendidly at present. We are putting through each meeting about 6 of the boys, and will keep it up if timber lasts. We have 14 names in at last meeting; all passed on and keep the mill grinding. We are in a good field, some 250 or 300 conductors run out of Nashville. Everybody wants to live in beautiful and historical Nashville, the home of two great and good men, Jackson and Polk, and Nashville is considered the Athens of the South. More and better schools and colleges than any city to its size in the United States. We as a Division are about 100 strong, all working nicely; average attendance, 30.

Yours in P. F.,
A. E. DERHAM.

CINCINNATI, May 27, 1891.

Editor Railway Conductor :

I thought I would write and let you know what has transpired during the past two months in this country. It is always a pleasure for members of the Order in this place to read THE CONDUCTOR, particularly the communications from the correspondents of other divisions, and although I will not be able to write much that will be interesting to others, I will do the best I can; so here goes.

Brother J. Conley, our delegate to the Grand Division, returned safe and sound, but his parrot, alas, never squawked after its arrival at Chattanooga, and his (Johnnie's) twenty dollars, with all its bright and beautiful plumage, was buried in the dark waters of the Tennessee river. Would it not have been better had he have bought an alligator to devour some of the tramps that infest the lines of the Big 4. Poor Johnnie, he took it to heart so. While at Chattanooga one of his friends called on him at the Southern hotel and was informed by Mr. McRay that he was sick and could not be seen. Nevertheless Johnnie is to be highly complimented for the report he read of the proceedings of the Grand Division at our last meeting. It is not often that a delegate is able to give so full and fair report. Johnnie had it all right down.

Division 107 is in a fair condition. Our meetings are held regularly every second and fourth Sunday in each month, and I am happy to say are improving very much as far as attendance goes, but they might still make more improvements and I have no doubt they will. The boys are taking more interest every day and are all on the right track, and if they will only keep on as they are now and not side-track at some way station we shall have good meetings every time. The boys on the Q. & C. C. S. Division are all making good time. Our new superintendent, Maj. A. Griggs took charge of the C., N. O. & T. P. January 1st. For many years he was train master

and superintendent of the A. G. S. A. Division of the C., N. O. & T. P. railroad. He is one of the best railroad men in the south. He commenced many years ago at the bottom of the railway ladder on the C. H. & D. He has come up step by step and was appointed superintendent of the A. G. S. and C. S. Division of the Q. & C. system on merit alone. He is strict, requiring each and every employé to attend to all their duties, but at the same time kind and considerate. He knows what a man ought to do and it must be done.

Col. Richard Carroll, the youngest railroad manager in the United States, only a few years ago held the position of general superintendent of the C., N. O. & T. P. R'y, and now holds the position of general manager of the Q. & C. system. He is one of the best financiers and managers in the country, and if he lives, will yet be heard from in the railroad world.

In conclusion will say, that Cincinnati Division No. 107, is still doing business at the old stand, and doing considerable of it, too. Now, Brothers, take this matter up with a new spirit; put your shoulder to the wheel, it is a good work. Let every man do his own part and make the burden light on all, and I do urge upon every Brother, in the most prayerful manner, to attend your division meetings, with good counsel in your hearts, with a spirit, vim and good-will, do your part, and thereby help others to do theirs.

Yours truly in P. F.,

F. E. M.

A Card.

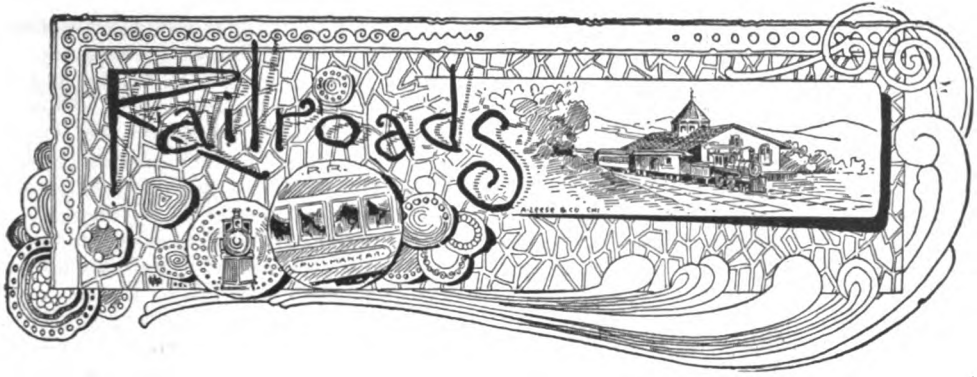
I hereby tender my sincere thanks to the Order of Railway Conductors for the payment of my husband's insurance; and also take this occasion of saying to all claimants waiting similar payments that they need not feel discouraged nor disheartened at any seeming delay, as their turn will come in due time.

Wishing the Order much success in its noble efforts towards relieving the distressed, I am,

Very respectfully,

MRS. W. K. McCONNELL.

A curious story is told of the origin of canned fruits. Years ago, when the excavations were beginning at Pompeii, some jars of preserved figs were found in the pantry of one of the buried houses. On being opened the fruit was found to be fresh and good, thus showing that centuries ago the art of preserving fruit was practiced and that we are indebted to the ancients for many a delicious dish.



Farewell now to the stolen kiss
In which we once delighted;
Railroading knows no more of bliss
If tunnels must be lighted.

—Puck.

There are 7,671 locomotive engineers in the service of the Pennsylvania Railroad Company, their average pay being \$112 per month.

The traveling passenger agents whose duties call them into the state of Kansas, report a heavy migration to Colorado, Oregon and Washington.

The first locomotive built in Arkansas was turned out of the Iron Mountain Shops at Argenta, Ark., last month. It is a 25-ton passenger engine, and is now in service on the Iron Mountain road.

The Canadian railways operated by the government do not seem to be very profitable concerns. The *Ottawa Free Press* remarks. "According to the report of the minister of railways for 1890, just issued, the Intercolonial Railway, the cost of which was estimated by the original promoters at \$21,000,000, has already cost the country \$46,542,987, exclusive of the aggregate of deficits on its operation, and the capital account is not yet closed. The receipts of the railways operated by the government last year amounted to \$3,203,874, while the operating expenses reached \$3,846,044, leaving a deficit of \$642,170."

Geo. W. Vroman, a locomotive engineer on the Union Pacific railway, has resigned and will devote his entire time to the interests of Union Pacific employes, as chairman of the general grievance committee. Geo. Vroman is a man of more than ordinary intelligence. He is not a labor agitator—he is a friend to working men who work. He resigned at the request of the Union

Pacific employes, and of course he has their sympathy and respect. It will not be so hard for the employes to be represented by a man like Vroman as it would be for them to suffer the loafers who have not railroaded for a decade to mis-represent them.—*Western Railway*.

During the year 1890 the United States produced 2,091,973 tons of Bessemer steel rails, and 15,548 tons of iron rails. In 1889, 1,691,264 tons of Bessemer steel rails, and 10,258 tons of iron rails were produced.

South America.

The *New York Times* says: "George Foster, now of Milford, Pa., but for more than thirty years past a resident of South America, where he made a large fortune as a railroad contractor, has, in company with John Hurd, the millionaire lumber operator and railroad builder of the Adirondack region, secured contracts from the governments of Brazil and Bolivia for the completion of the railroad between these two countries which was begun fifteen years ago by the Philadelphia firm of Panama contractors, the Collins Brothers. The project was abandoned by the Collinses owing to the failure of English capitalists to keep faith with them. Together with their contract Foster and Hurd have obtained concessions from the two South American republics which alone would warrant the contractors in completing the road. These concessions are for a tract of land the entire length of the road and ten miles wide on either side of it. This tract is entirely undeveloped forests of mahogany cinchona, caoutchouc, satin wood and other valuable lumber and root and bark bearing trees and Foster is confident, from his knowledge of the country, that gold will be found in the region. The portions of Brazil and Bolivia which this road will pass through is drained by the Maderia river, which empties into the Amazon, but is

unnavigable save for a few miles above its mouth. The only outlet Bolivia now enjoys for transportation is by the Pacific ocean. This railroad will give a line to the navigable waters of the Maderia river and thence to the Amazon."

A Question of Puffs.

According to an English exchange, the number of puffs given by a locomotive depend upon the circumference of its driving wheels and their speed. No matter what the rate of speed may be, for every round of the driving wheels a locomotive will give four puffs—two out of each cylinder, the cylinders being double. The sizes of driving wheels vary, some being 18, 19, 20, and even 22 feet in circumference; though they are generally made in or about 20. The express speed varies from 54 to 58 miles an hour. Taking the average circumference of the driving wheel to be 20 feet, and the speed per hour 50 miles, a locomotive will give, going at express speed, 880 puffs per minute, or 52,800 puffs per hour, the wheel revolving 13,200 times in 60 minutes, giving 1,056 puffs per mile. Therefore an express going from London to Liverpool, a distance of $201\frac{3}{4}$ miles, will throw out 213,048 puffs before arriving at its destination. During the tourist season of 1888 the journey from London to Edinburgh was accomplished in less than eight hours, the distance being 401 miles, giving a speed throughout of 50 miles an hour. A locomotive of an express from London to Edinburgh, subject to the above conditions, will give 423,456 puffs.

American Railroads.

AN ENGLISH NOBLEMAN'S COMPARISON WITH THE BRITISH SYSTEM.

In a country like America, where interests are so diverse and the laws of various states differ in many respects, it is impossible, writes the duke of Marlborough in the *Fortnightly Review*, to expect that a rigid control by congress can be kept, as in Europe or England, over large public properties, such as railways. The increment of value behind these properties is enormous, but it is impossible to predict into whose hands the control of the properties may fall. The system in America of letting these things take care of themselves is carried to such lengths that the individual has to look out for himself; and for us English the only way to guard our interest is by consolidating our forces; otherwise I am free to admit that our investing public had better keep out of American railway securities altogether, for it is much the same at present as if the public were to put its money on a horse for a big race without having

the least idea whether or not the owner intended to pull the animal and make his money that way rather than by letting him run for the stakes.

No one who has been to America can fail to be struck with the vastness of the railway interest in that country, it represents the very life and lungs of trade, and at the same time it is predominant factor in preserving political unity of interests between states separated by thousands of miles of intervening plains, rivers and mountains. The management as well as the mismanagement of these vast systems is one of the marvels of that great continent. As a very observant acquaintance said to me the other day, when we were returning together on board an ocean steamer, having been over with the Iron and Steel institute:

"I went to America this autumn with my son, and we traveled over more than 12,000 miles of railway all over the continent, and we never had a hitch or failed to make a connection throughout all the journey."

It is not a flattering thing, perhaps, to our national pride, but if the truth is told our English railways are toy systems and our rolling stock are toy freight carriers compared to the trains that are run all over America. The immense haulage of American lines done on single pairs of rails is marvelous, and these systems must continue to grow to meet the wants of increasing population and the large centers of permanent industries and manufacture that exist everywhere. It must be noted, however, that the great main arteries of these systems are now permanently marked out. It will be practically impossible to make new main routes, except at fabulous cost, with approaches to the cost. The strategical positions are seized and occupied, and whoever can possess himself today of a controlling interest in a main through route and allied feeders across the great central basin of the northern states cannot be deprived of a gigantic monopoly in the present and in the future.—*Ex.*

The Railroad of the Future.

Not the least of the wonders of modern progress is the evolution of the railroad. Its development within less than a generation borders on the marvelous. Improvement in both tracks and trains has been steady, and especially on the great through lines, many novel features have been introduced even in advance of the demand for them. The rush and hurry of modern business life made increased speed a necessity, and within little more than a decade the time limit between the great east and the great west has been reduced nearly one-half. The modern pace in business and in

pleasure is a swift one, but the railroad has not fallen behind in the race.

And what of the railroad of the future? Are we almost at the limit of speed, luxury and comfort in railroad travel? Or is what has been done simply an indication of what is to come? President Depew of the New York Central is inclined to the latter belief, and in an interview in the *New York World* talks in an interesting way of what is and what may be. He thinks that at the present rate of progress the railroad of the future will be a wonderful institution. In his opinion the great problem is in regard to an increase in speed without too great an increase in danger to human life. The model railroad will yet have a track on iron or steel ties which will rest upon a bed of stone with earth filling. Where washouts are possible masonry will be used. Bridges and culverts of wood will be done away with, and curves will be eliminated as far as possible. Then grade crossings will be abolished, tracks being depressed through corporated limits, thus removing all municipal restrictions as to speed. This alone will greatly aid rapid travel, for many minutes are lost by slow running through villages and cities. Next will come improvements in the rolling stock. An important question is how to reduce the weight of the modern train and at the same time retain the strength of the cars. The car of the future may be made of steel and modified in form so as to offer the least possible resistance to the air. Little improvement is necessary in the modern locomotive in order to attain greater speed. The latest pattern is equal to a speed of 80 miles an hour, which is in excess of the rate deemed safe except on limited stretches of track. Some improvement may be expected in the way of a covering for the locomotive which will reduce the resistance of the air.

With these and other improvements which may suggest themselves, Mr. Depew believes that much greater speed can be maintained. It will be noticed that he speaks of nothing impossible. All the suggested improvements can be made and doubtless will be made as soon as the traffic will warrant the expenditure. And competition may bring it about even before the expenditure can be made remunerative. In this calculation the possibilities of invention play an important part, for the experience of the last ten years warrants the belief that the active American mind will make some important contributions to the speed, comfort and economical management of the railroad of the future.—*Express Gazette*.

A Tracer.

THE MISSOURI PACIFIC RAILWAY COMPANY TRANSPORTATION DEPARTMENT.

O. S. & D. No. 1. D. M. & A. Division.
Tracer No. 1. MAY 13th, 1891.

E. E. CLARK, G. C. C., St. Louis, Mo.,

Dear Sir and Brother:—Short at St. Louis from Winfield Division No. 245, 1 package marked J. H. Towne, weight 200 pounds, care Laclede Hotel, St. Louis, Mo.

Package contained 1 straw hat, 1 standing collar, 1 black tie and diamond pin, 1 suit of clothing and an O. R. C. and K. T. charm. Same was loaded at Winfield in chair car No. 252 in good condition, and forwarded in train No. 482, May 6th, via Mo. Pac. Ry.

Please state fully what you know of this, whether received, and in what condition

Your in P. F.,

R. CONNELL.

Conductor.

D. M. & A. Div. Mo. Pac. R. R. }
DEXTER, May 15, 1891. }

R. CONNELL, Conductor Mo. P.:

Am unable to state what became of package. saw same at Dexter and was in good condition when passing Dexter.

ED. S. HEDDEN, Conductor.

R. CONNELL, Conductor Mo. P.:

Was in this car while at this station, and noticed the package referred to, which was in an *apparently* good condition. Same was not unloaded here, but went forward in original car. Package was labeled "*this side up*," and was not transferred here for fear of breakage.

Yours, &c.,

E. C. HICKS, Agt.

WINFIELD, Kas., May 15, 1891.

R. CONNELL, Esq., Conductor D. M. & A. Div.,

Dear Sir:—The package referred to passed me at Coffeyville, May 6th, and was apparently in good condition when last seen by me except it kept up a continual rattling which attracted the attention of all Rail Road people as well as the traveling public. Seals O. R. C. west K. T. east.

Yours truly in P. F.,

J. GERETY.

COFFEYVILLE, Kansas, May 16, 1891.

R. CONNELL, Esq., Conductor,

Dear Sir:—Referring to attached. This package was reweighed here and found slightly increased in weight. Top of same seemed to be swelling considerably, thereby damaging the straw

hat to some extent. Standing collar wilting rapidly, caused by effervescence of contents; tie and diamond pin uninjured. The suit of clothing was somewhat seedy and the fastenings of the package seemed to be breaking apart near the middle. I tagged same "perishable," but did not re-ice. The rattling observed by Conductor Gerety was distinctly audible for some time after train had passed out of sight.

Yours respectfully,
E. T. EMERY, Agent.

This car passed me at Cherokee. Package referred to in good condition, marked this side up, handle with care.

G. T. WILSON,
Conductor N. & M. Div.

R. CONNELL,

Dear Sir:—Concerning attached, this package was observed by me at Peru. When seen by me was in good condition. Wrappings were all right, and nothing of a fermenting nature noticed by agent Emery later on, visible here. I am very much concerned about this package in a pecuniary way. Unlike most lost goods, if this package is found it will prove considerable of a loss to me.

C. A. SHELDON, Extra conductor.

At present on J. H. Townes crew.

COFFEYVILLE, Kan., May 17, 1891.
MR. CONNELL, Conductor D. M. & A. Div.,

Dear Sir:—In answer to attached will say, this package was received by me at Tyra, May 6th, in good condition, enroute to St. Louis, with outside check marks pretty nearly worn off, but think package ought to have reached destination in good condition it properly handled. This package was loaded on rear platform of chair car on train 482, May 6th.

Yours in P. F.,
WM. FRAZE,
Conductor D. M. & A. Div.

R. CONNELL, Winfield, Kan.,

Dear Sir:—Noting attached. This package arrived at Nevada in apparent good order. No Damage and no *leaking visible*. Re-packed and re-iced while at Nevada, Mo., and delivered to connection in apparent good order.

J. L. HUNTER, T. B. M. 482.

ON ROAD, May 17, 1891.

BROTHER CLARK:

My report is not taken from observation, only from imagination as last seen. When left at Nevada, there was a group of ladies admiring this package and it was then in good condition; seals all O. K. Package was handed to conductor Smith, along with a crow, who was to accompany to destination. Brother Clark we depend on you to help hunt this package up and return it with all haste to

Yours in P. F.,
R. CONNELL,
Winfield, Kan., care Mo. P. R. R.

CEDAR RAPIDS, Ia., May 30.

O. S. & D. No. 1.

R. CONNELL, Esq.,

Dear Sir and Brother:—To attached papers will say: Immediately upon receipt of this tracer I searched carefully for the package and finally found what seemed fair to presume was the lost package. The marks had become illegible, standing collar *completely* wilted, necktie badly disarranged, diamond pin "in hock."

Consignee refused the goods and I found it necessary to forward the same on the excursion train through the South West. Mrs. T. ably assisted by many other kind sisters, succeeded in nursing it back to a semblance of its former self, and it was delivered in charge of Mrs. T. at St. Louis for return to Winfield, on the morning of May 29. It was re-iced, re-marked, re-coopered in apparent good condition.

Please acknowledge its receipt.

Very truly yours in P. F.,

E. E. CLARK, C. C.

The Trinidad Strike.

Three Brotherhood men and nine men who belonged to no organization at all, wanted an increase of pay at Trinidad, Colorado. The daily papers were full of grievances and abuses which has been heaped upon the various organizations by the Union Pacific management, and a general strike was talked of. Grand Master Sargent of the B. of L. F., Wilkinson of the B. of R. T., and Ed. Clark of the O. R. C., went to Omaha to meet the committee and the railway officials, and it took but a little time to convince the men that they should return to work and await the decision of General Manager Clarke, which was promised as soon as possible. F. P. Sargent, as president of the Supreme Council, gave the men to understand that when they wanted the support of the federation hereafter, they would be expected to pay some attention to the laws governing the federation. The fact that nine non-union men could drag all the brotherhood men into this trouble shows that there is a reckless disregard of the by-laws and constitution governing the organizations. Mr. Egan, assistant superintendent of the Colorado divisions of the Union Pacific, came home convinced that so long as such men as Sargent, Clarke and Wilkinson were at the head of the Brotherhoods, there would be little fear but that matters would be handled fairly and squarely. "I have always had the greatest respect for F. P. Sargent," said Mr. Egan, "but I never knew how to appreciate him until I met him in Omaha."—*The Western Railroad.*



The Railway Conductor is an admirable little periodical devoted to the interests of railway men and from the specimen before us (the May number) is well worthy of their support. Published by the Order of Railway Conductors, Cedar Rapids, Iowa.—*Sunday News Detroit.*

W. Lincoln Adams says in *Outing* for June: "The international committee which has in hand the making of a photographic chart of the heavens has recently held a meeting and arranged for commencing the work. It is expected that in three years the photographic chart of the entire celestial vault will be completed, the photographic instruments being now on their way to the different sections of the world for use. It is proposed to photograph something like forty million of stars, which gives one an idea of the extent of this enterprise. It promises to be the greatest achievement of photography. Orthochromatic plates will probably be used and a new method for accurately determining the time at which a particular star crosses the meridian will be employed."

Outing for June is one of the finest numbers ever printed of that popular magazine. Every department is strong and the illustrations are beautiful and numerous, the frontpiece, in colors, being an artistic gem. Additional chapters of John Seymore Wood's great story, "Harry's Career at Yale," show that the author is warming up his subject as only a brilliant writer can. "How Jack Lindsay bested the Captain," by Francis Trevelyn, is a capital racing story, and the beautifully illustrated chapter on the Massachusetts Volunteer Militia, by Capt. Daniel Morgan Taylor, U. S. A., will appeal at once to citizen and soldier alike. Malcolm W. Ford contributes a valuable paper entitled, "Distance running," with portraits of noted performers, and Cornelia Dorothy Chandler writes most entertainingly on "Riding in Japan." Other finely illustrated articles treat of tennis, rowing, fishing and travel; and canoeing, cricket, photography, etc., are well

handled by noted writers. The editorial and record departments are better and more complete than ever before, and the publishers should feel satisfied with their latest production.

With over 120 illustrations, the *Cosmopolitan* for June sets a fast pace in the handicap for magazine honors. The personal element enters largely into its composition, and an impression of beautiful women is the first received by the reader who turns its pages. The frontpiece is a portrait of Madame de Pompadour, and pertains to a bright sketch of a summer spent in the home of that famous woman by Amélie Rives and her guests. A pleasant insight into the attractiveness of Japanese women is given in a paper by Henry T. Finck, illustrated by a large number of photographs of pretty faces. The art article of the month describes the work of Gustave Doré, with elaborate engravings which illustrate very well the masterpieces of that wonderful artist. Thomas B. Connery, formerly managing editor of the *New York Herald*, gives interesting reminiscences of the first work of Stanley for that journal, and of his neighbor, Thomas A. Edison. S. G. W. Benjamin, ex-Minister to Persia, tells the true story of Noor Mahal, the Light of the Harem, celebrated by Thomas Moore in *Lallah Rookh*. This bit of Eastern biography is illustrated from Oriental sources. Three continents furnish material for the June number. The European contributions consists of a description of a Model Municipality, an article well worth the attention of Americans interested in municipal government; the Woolwich Arsenal, which Mr. Pelham-Clinton, through influential relatives, was permitted to have photographed expressly for the *Cosmopolitan*; and a charming sketch of Beau Brummell and his times. Hjalmar Hjorth Boyesen's story is illustrated by Wenzel, whose work on *Life* has made him so well known the country over. The half million people who write for periodicals will find matter of great interest in an article by Mr. Frank Howard Howe, for some time one of the editors of a New York monthly. Perhaps the most valuable article of the number is that contributed by Mr. Abner L. Frazer to the literature of the farmers' movement. The *Cosmopolitan* prize of \$200 for the best article on "the needs of the farmer, his hours of labor, and the national legislation necessary to his prosperity," was awarded by the judges to this gentleman. The article itself is brightened by a series of cartoons by the famous artists, Attwood of Boston and Dan Beard of New York.

MENTIONS

What's the matter with Texas?

A Texas "creamery" differs slightly from an Iowa "creamery."

T. G. won Golden opinions from every man, woman and child on the excursion train.

W. H. Thomas, Secretary of Division No. 257, Herington, Kas., would like to hear from Brother Paul Johnson.

General Manager Greene, of the "Big Four" has resigned. There may be a great many employees who will regret it.

Van Slyke and a few others will wear sunshades the next time they defile the waters of the Gulf at Galveston.

Won't "Doctor" Hermance, of New Haven, please send some of his pills to Toledo? The "Majah" feels real bad.

The bear is in training and will be on hand at Toledo to assist the G. O. S. with special instructions in regard to reporters.

The annual session of the Grand Division of Order of Railway Telegraphers will be held at St. Louis commencing Monday, June 15.

The roll shows that there were present at St. Louis 317 members of the Grand Division, though the largest number present at any one time was 311.

The secretary of Evergreen Division No. 57 wishes to hear from Brothers Van C. Herald, Frank Pollard, Ira G. Haselwood, E. L. Slough and C. W. Adams.

The *Arkansas Gazette* of Little Rock, tells of the visit of the conductors to that city, in a column article which we would like to give our readers did space permit.

Members of the Order who were at St. Louis will not soon forget the untiring efforts of Mr. and Mrs. W. H. Duff to make their stay in that city pleasant and enjoyable.

P. G. C. C. Wheaton and Mrs. Wheaton were at St. Louis during the session of the Grand Division. Brother Wheaton attending the Grand Division and Mrs. W. renewing her many acquaintances among the ladies.

Brother F. M. Foster has 96 lots in Denver, Colorado, which he will sell to some of the Brothers in the Order, or a portion of them. Any inquiry will be promptly answered by F. M. Foster, Division, No. 177, Crestline, Ohio.

Brother W. L. Collins, P. G. C. C. and his estimable lady were again in attendance at the Grand Division. Time has dealt gently with this respected brother and sister since our last session. May we meet them at many sessions in the future.

Ye editor arrived home from the excursion May 30 to find the most of THE CONDUCTOR for June in type so that want of space as well as of time prevents any extended account of either the Grand Division or the excursion in this issue.

There is no rose without its thorn, and while all agree that there was a large sized Thorne in the reception of the excursionists at Dallas, it is the unanimous opinion that the genial superintendent of the T. & P. made the reception a success.

Augusta Division No. 202 gives its second annual barbecue and ball, Wednesday, June 17, and has honored THE CONDUCTOR with an invitation to be present. Regretting that business will prevent acceptance, we sincerely wish the boys a pleasant and successful ball.

A. D. Thompson of the N. Y. L. E. & W. R'y, having seen over forty years of service upon the same line, was among the visitors to the Grand

Division. We believe he is the oldest conductor in active service. He is at present running a local train between Oswego and Susquehanna on the "Erie."

**

On Decoration Day the wives of members of Logan Division, No. 110, decorated the graves of the deceased members of that division and thus initiated a practice that is worthy of being followed by all. It was a thoughtful and beautiful tribute to the memory of those who have gone before.

**

A circular issued May 4 by General Superintendent Golden of the I. & G. N. announces the appointment of Brother J. C. Gregory, of Houston Division No. 7 to the position of trainmaster of the Taylor, Minneola and Longview sections of that road. It is an appointment that cannot fail to give satisfaction all around.

**

Brother V. M. Chesbro, of Pike's Peake Division, 244, will confer an especial favor upon his division by making known his whereabouts, and at the same time learn something very much to his advantage. He can address either J. W. Martin, C. C., 108 South Nevada avenue, Colorado Springs, or J. W. Wilkey, Sec., care Colorado Midland R'y, Colorado City.

**

A. B. Ingram, a brother of W. H. Ingram, of Union Division No. 13, of St. Thomas, Ontario, has just been elected a member of the Ontario parliament. The St. Thomas *Times* heads a brief biographical sketch of Mr. Ingram with the title, "the ablest young politician in Western Ontario. Mr. Ingram is a railroad man and will no doubt be energetic in procuring legislation for the benefit of railway employes.

**

Fred B. Helmer, lately a popular passenger conductor on the Big Four and a loyal member of the Order, notwithstanding the fact that the B. of R. C. "organ" has stated that he had left the Order and joined them, has established himself in the livery business at St. Joseph, Mich., and extends an invitation to the boys to call upon him when in that vicinity. THE CONDUCTOR wishes Brother Helmer success and sincerely hopes that he will meet with prosperity.

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Brother A. K. Stone, an old time Q. conductor, recently resigned his position there to accept the general superintendency of the Omaha & Council Bluffs Railway and Bridge Company, and while the change from a steam railroad to an electric one is quite a change, Brother Stone will have no difficulty, as he has already demon-

strated, in filling his new position satisfactorily. Brother Stone is a personal friend of the writer and we are glad to note his success and prosperity.

**

Clara B. Rouse, author of "Iowa Leaves," has her work in press, and it will be ready for the public in a short time. The work will be handsomely illustrated and contains a "descriptive history of Iowa from the earliest settlement by the white men to the present time." It will also describe the "advantages offered for business and desirable homes, agricultural and mineral wealth, enterprise, progress, educational interests," etc. Transportation facilities will have special notice. The author is the wife of Brother C. A. Rouse of Creston Division, No. 31, who is especially well adapted for the work she has essayed and which will, no doubt, merit liberal patronage.

**

After January 1, 1892, THE CONDUCTOR will be sent only to those who subscribe for it. Blanks will be forwarded to all divisions in a few days, and we sincerely hope that every member will take an interest in increasing our circulation, not only among conductors and railway employes but among the general public, in order that they may learn what manner of men we are and what our organization is. The price will be \$1 per year, invariably in advance and hereafter it will be issued monthly, instead of semi-monthly.

**

The Indianapolis delegation has returned from the convention of the Order of Railway Conductors. They demonstrate that Indianapolis still has the best chance to secure the headquarters of the association when the change is finally made at the next special or regular convention. The Indiana delegates were conceded to be the best fighters on the floor of the convention, and the plucky stand they took made many friends that will be with them in the future. The deficit in the O. R. C., by the way, is purely fictitious. On January 1, before the annual dues came in, there was an apparent deficit of \$12,000. This was wiped out before February 1 by the dues from fifteen thousand members, and now there is a big sum in the treasury.—*Indianapolis Journal*.

The *Journal* has our thanks for its correction of the false statement that has been going the rounds of the press in regard to the financial standing of the Order. The Order pays its bills every thirty days, since 1882 has never owed a dollar that it was not ready to pay on demand and its financial reputation is such that in the metropolitan cities, its orders are filled without question and its drafts are accepted by banks all over the United States as readily as our national currency.



Injury to Conductor—Want of Care:

Action for damages for personal injuries sustained by the plaintiff, a conductor on the defendant's train.

The direct and proximate cause of the accident was the starting of the train in violation of the rules of the road, when another train running in an opposite direction was over due at the station, and was expected to come immediately over the same track. The person primarily responsible for this negligent act was the defendant's agent in charge of that part of the road, under the direction of the officers and agents of the entire road, and of the division superintendent of the eastern division. But the plaintiff was a conductor in a passenger train. He had been employed for twenty years upon this road, and was familiar with the running of trains, and the provision made for the management of them. His train was going east, and he knew that by the rules 20 and 21 the train going west had the right of way, and that it was his duty to wait indefinitely for it, and to keep his train out of the way of it. He knew that the agent could have got no information in regard to the other train which would make it safe for him to start his train; for he said in his testimony: "I knew I had no right under the new time table to leave until 167 came, and the agent could have got no information of it at Franklin, because there was no telephone."

Notwithstanding this he did not ask the agent what reason he had for suggesting or ordering the starting of the train, and he made no protest against it other than to say that he would not take the responsibility, and he took his position on the train when it started and began to take up tickets. The conduct of the agent was grossly negligent, and there is no evidence of due care, said the court, on the part of the plaintiff in consenting to the starting of the train and going on as its conductor under such circumstances. It appears that the agent was acting under misapprehension and forgetfulness which a single sentence

from the conductor would have corrected; yet the conductor put his own life in peril, as well as the lives of the passengers, by consenting to the starting of the train in violation of the rules of the road without a word of formal protest, when he had every reason to expect a collision with another passenger train running in an opposite direction on the same track. If we assume what does not distinctly appear, that it was ordinarily his duty to obey the orders of the agent, even if they were in violation of the rules of the road, this order, if it is to be considered an order, was so obviously wrong, and was likely to involve such dreadful consequences that it was manifestly negligent to act upon it without inquiring the reason for it. If, knowing that the service was dangerous, he undertook it under the order of his superior through fear of losing his position if he refused, he must be held to have assumed the risk, and no recovery can be had.

Wescott vs. New York & N. E. R. Co., Mass.

S. J. C., May 3, 1891.

NOTE. This is an important decision and of great interest to conductors. The evidence of the plaintiff was that he started his train as ordered because of his fear of losing his situation. But by doing so he engrafted this duty upon his original contract, of which he made it a part. Morally, to coerce a conductor to an employment, the risk of which he does not wish to encounter, by threatening otherwise to deprive him of an employment he can readily and safely perform, may sometimes be harsh; but when one has assumed an employment, if an additional and more dangerous duty is added to his original labor, he may accept or refuse it. If, while in the performance of his original duty, he elects to refuse the additional and more dangerous service or order, and, if by that reason he is discharged, he may avail himself of his remedy on his contract of lessing. But if he knowingly, although unwillingly accepts the additional and more dangerous employment or order, he also accepts its incidental risks; and while he can require the company to perform its duty, he cannot recover for an injury which occurs only from his own negligent act. His duty was to refuse the order, and for any discharge that might follow the law gave him a right of action.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. H. BELKNAP, EDITOR.

WM. P. DANIELS, MANAGER.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

ADDRESS OF GRAND CHIEF CONDUCTOR
CLARK AT ST. LOUIS.

Mr. Chairman, Ladies and Gentlemen:

This life which we live is made up of pleasures and pains, bitter and sweet, joy and sorrow. The lot of an officer of an organization is not at all times cast in pleasant places, nor is his life passed upon a bed of roses. One of the most pleasant moments in an official life is when listening to such warm words of welcome as we have heard from the representatives of a great city and state. One of the most trying duties devolving upon the representatives of the organization is to fitly and aptly respond. To such of the officers of the other organizations as have favored us with their presence, I desire on the part of the Order of Railway Conductors, to extend the same warm, cordial and heartfelt greeting that you have heard extended to us. We gladly, freely share it with you. Surely it is broad enough for all. One year ago, after ambitious representatives of ambitious cities had extolled the virtues and sung the praises of their respective favorites in an invitation to this body to hold this meeting within their confines, Dick Fitzgerald arose and as a hush fell over the convention said, "Come to St. Louis, take my word for it you will be pleased. Come to St. Louis." That settled it. St. Louis was chosen, and we are here. We have seen and we are conquered.

From the storm beaten coasts of Nova Scotia to the perpetual summer of Mexico; from the weeping skies of Puget sound to the orange groves and everglades of Florida, and from grim old Plymouth Rock to the Golden Gate are gathered here the representatives of 15,000 conductors, who are citizens of three different nations and who are banded together in this organization known as the Order of Railway Conductors for the purposes of mutual benefit and protection.

Mutual benefit, not only for ourselves but for those near and dear to us. Membership in the organizations of railway employes carries with it opportunity and in many cases requirement for provision against the dark days that must come, by the insurance features connected with the organizations. The organizations, whose membership is composed wholly of those employed as conductors, engineers, firemen, brakemen and switchmen, have since their establishment paid out to disabled members and to the families of deceased members, the enormous sum of \$7,500,000, exclusive of the amounts that have been paid out in voluntary charity or local sick benefits. There is proof positive of benefit derived from organization. Organization is a grand thing, a noble word. By organizations have been built and maintained the thousands of school houses and churches which grace our cities and lend a charm to every rural scene. In them, thanks to organization, Scribe or Pharisee, Christian or Pagan, Jew or Gentile can each bow down and worship God according to the dictates of his own heart. As a result of the efforts of organizations among railroad employes, the character and conditions of the employes have been elevated and bettered. The lodge rooms are in many cases the churches of the members. In them they hear advocated and, what is better, see exemplified, the principles of sobriety, industry, honor, fidelity, justice and charity. The greatest of these being justice and charity. The traveling public are prone to think nothing of the vast army of these men. If they can see that the conductor and engineer of the fast, luxurious passenger train upon which they are riding, are attending to their duties carefully and promptly, they are satisfied and feel perfectly secure, without one thought of how many others hold their safety, yea their very life, in their hands. You dash and flash past them with the thought "only

a freight train," while upon those same freight train men devolves the responsibility of making and leaving a clear track and properly adjusted switches for the safe passage of the "limited" with its precious burden of happy and sorrowing humanity. Study, let me ask you, some of the acts of unwritten and unheralded heroism on the part of these freight train men, where mangled and even dying, their only thought has been for the safety of the passenger train coming, and remember that in railroad operation complete success depends upon the most humble performing faithfully his duty, and that "safety is the reward of eternal vigilance."

The passenger conductor of to-day is the freight conductor of yesterday, and though he has changed his clothes, he has not changed his nature.

For many years the Order was purely a social and insurance organization. The time came, one year ago, when overwhelming majorities of its representatives declared that it should take its place among the labor organizations of the day. Changes were made in the policy and in the platform, and the accomplishments of one year's work under those changes have been such as to convince the most skeptical of the wisdom of the action of those who made the changes. Labor is the producer of all things real. There is not a dollar in existence that is not the direct product of labor. Labor levels down the hill, raises up the valley, spans the stream and pierces the heart of the mountain, leaving in its train the iron roadway for the iron horse. Labor causes the bosom of mother earth to bring forth in abundance and "makes the desert to blossom as a rose." Labor wrests from their stony fastness, in the very bowels of the earth, the coal and iron and the precious metals. Labor transports in every way the immense commerce of the world.

Without labor, capital would be at all times of the same value it is to the miser, who, called to meet his God, would willingly give the hoardings of a lifetime for one hour of sweet life. Organization, combination and consolidation are the watchwords of the hour in all walks of life. This is a progressive age and the American people are the fastest gaited people on earth. It has been said, truthfully I believe, that if it were possible to construct a plan by which passengers could be transported from the town of Chicago to the city of St. Louis in one hour and it were certain that one person in ten would arrive safely, there would be no lack of patronage. Living at such a time in such an age and among such surroundings, the only hope of any class, to avoid being trampled under foot in the mad rush, is to

keep abreast of the times. Organizations as well as individuals must be quick to discern that which is for their best interest, must profit by the mistakes of the past, and recognize readily that which is worthy of emulation.

We must, while jealously guarding our own rights, be willing to recognize the rights of others. Let us recognize this so clearly that if circumstances require us to become the enemy of any corporation or class, we will be a highly and thoroughly respected enemy.

Corporate or combined capital has but one vulnerable point, that is pecuniary loss. To reach that spot the first organization of railway employees was formed, and all others have in a greater or less degree patterned after them. If that point is reached where reason and argument have no further effect, war or unconditional surrender must follow. Their ability to inflict serious pecuniary loss is the only power organized labor has to wield, when reasonable argument has failed to secure justice or maintain right. In their dealings with employers, I hope that organized labor will always be found standing upon a platform of right and reason, and when occupying that position I hope no effort will be left untied to maintain it. I hope that open rupture or war between us and any railway company will never become necessary; but I hope I may never see the day when this organization or its members will hesitate to go to any honorable extreme to uphold either the right of a principle, or to resent gross injustice or indignity. Let us base our organizations upon principles which will necessitate practices that will clearly demonstrate to all that we as organizations have no desire to ask that which is wrong, but are prepared at all times to demand that which is right.

Dospotism in all its forms is designed to be swept from the face of the earth. The yoke is being thrown off by classes and by nations and a day is coming when a majority of the people will govern the whole people in the interests of the people throughout the civilized world.

Organization among workmen is, and will continue to be, a strong factor in this triumphant march of progress, and even though it were possible to disrupt and disband all that are now in existence, Phoenix like from their ashes would rise more powerful and influential ones, with membership more closely cemented than ever before. The onward sweep of this reform is irresistible, and he who would stay its progress will as surely find that his task equals in futility that of Sisyphus or the Daniads.

In thinking of these subjects I often liken life as it is to an ocean and our Order to a ship

launched upon its bosom. We have our days of fair sailing and our storms to encounter and brave. We are tossed upon the endless and ceaseless swell, but with our keel laid in right, with justice for our guiding star and reason for our rudder, we expect to outride the storms, and with our sails filled with the winds of prosperity sail majestically into the harbor of ultimate and full success. If on the other hand the storm shall be so severe that our gallant craft is unable to weather it, and we be driven upon the rocks and sunk, the Captain and crew will be at their posts as we go down, and to the masthead will be nailed, the fraternal red, green and white, and the good old motto, "Perpetual Friendship."

THE VISITING CONDUCTORS.

On next Saturday Fort Worth will be visited by a delegation of prominent members of the ORDER OF RAILWAY CONDUCTORS, as announced in the railroad columns of *The Gazette* yesterday. These are representative men from all parts of the Canadas, the United States and Mexico. Representative, because they are the chosen delegates of a large and influential class of men; men noted for courage and loyalty in possibly the most dangerous service known on land, that of railway train service. These men come from the snow-clad, cool regions of the north, and from beneath the blazing sun of the semi-tropics, from the iron-bound coast of the Atlantic and the sun-kissed shores of the Pacific. They represent all portions of the country and are noted for their fidelity to their employers and the zeal with which they perform their duties. They are men used to meeting with all classes of people, familiar with all manner of mankind and closely observant of the condition of the various sections they may visit.

It behooves Fort Worth to accord to these men a hearty and cordial reception. They are not representatives of powerful syndicates; they are not looking for investments; they are not interested in money-making schemes, and their reception should be all the more warm and generous. It is with them a brief relaxation from the cares and fatigues of their daily life; they are out for the purpose of seeing the country and of meeting the people of Texas. They will be able upon their return to speak calmly and dispassionately of the various cities they visit. That speech will be, unconsciously perhaps, but none the less surely, tinged with the impression given them by the reception accorded them. Let Fort Worth see to it that her fame, for open warm, generous hospitality, the hospitality of the sunny south is amply redeemed. Let their visit to Fort Worth be such as will ever remain a green spot in their memory. The ORDER OF RAILWAY CONDUCTORS, to a man, is composed of big hearted, generous, manly men, any of whom are capable of adorning higher ranks in life; men whom any people might be proud to receive as guests and do them honor. We have no doubt that Fort Worth will give them such a greeting that in the years to come they can only speak of the city and her people in terms of admiration and affection.

The above appeared in the Fort Worth *Gazette*

prior to the late excursion, and we have only time now to say that the suggestions of the *Gazette* were carried out in full, and Fort Worth has made a reputation for hospitality that will not be forgotten by the members who were there.

THE NORTHWESTERN TROUBLE.

Pleading ignorance of the particulars of the late dismissal of switchmen by the C. & N. W. and freely admitting that there may be and probably is, a good deal in connection with the matter of which we are ignorant, we are of the opinion that the action of the supreme council in regard to the matter was just and that in sustaining the B. of R. T. it has acted wisely and the switchmen foolishly in withdrawing from the United Order of Railway employes. The *Switchmen's Journal* is to the date of this writing, the only publication received that is issued by any of the organizations interested and it seems to us that the statement of that *Journal* in regard to the matter is considerably biased. The assertion is made that the "prime cause of all trouble" commenced "when the Brotherhood of Railway Brakemen changed its name from brakemen to trainmen, and its officers entered upon a war of extermination against this (Switchmen's) Association and the Order of Railway Conductors." We can hardly think that any such war has been waged against the S. M. A. A. by the B. of R. T. and certainly if it has been waged against the Order, it has been so successfully concealed that we are not yet aware of it and as certainly the effect of any such war, if it has been waged, is not perceptible in the ranks of the Order. We believe we are reasonably well posted in regard to the Order and any attacks that are made upon it, either openly or covertly and we believe too, that members will readily credit our assertion that had any such war been in progress we would have known something of it and THE CONDUCTOR would not have been slow to resent and repel any attacks upon it from whatever source. The relations between the Order and the B. of R. T. for the past year at least have been friendly and harmonious as have the relations between the officers, though others have tried to create dissension between us. We are unable to see where or how the change of the name was in any way an attack upon the Order; conductors were members of the B. of R. T. before it changed its name as well as after and if a conductor now, prefers a membership in that organization to membership in the Order, we do not understand that it is a *casus belli* though we might wish the individual had selected our organization; we have no reason to complain as we are and have been prosperous.

The *Journal* states that Yardmaster McNerny discharged Switchman Crowe on purely personal grounds. This may be true but unfortunately for the switchman, Mr. Crowe gave ample reason for the dismissal and if there existed personal reasons, surely Crow was very indiscreet to give McNerny so good an excuse for dismissing him. When no other reason can be alleged for a dismissal, or when an alleged reason is trivial and inconsequential, personal grounds may be alleged and sustained but where there is sufficient reason, it becomes merely a matter of opinion and cannot be sustained. There are many instances where men have been dismissed on account of the personal enmity of some one as we believe but where a reason has been given for the dismissal, while we may be fully convinced that had the fault been that of some other, it would have been overlooked, there is no ground for a complaint. Certainly if what is charged against Crowe is true, there was ample cause for his dismissal and until the switchmen disprove those charges, their assertion that the discharge was a matter of personality, can have no weight. When the switchmen struck on account of the discharge of Crowe, they violated not only their own laws but the laws of the Supreme council and by so doing it seems to us that they forfeited the right to any support or protection from either their own organization or the Council. Neither do we consider that the decision of the switchmen, arrived at just the evening prior to the general dismissals after they had learned the proposed action of the company, the fact that they did not have the support of any other class of employes and the almost certain fact that the Council could not sustain them, to "permit" the reinstatement of McNerny, was a concession that entitled them to much consideration. It is not true as is claimed by the switchmen, that the action of the Northwestern is a fight against the switchmen's organization for a large majority of those dismissed could have been immediately re-employed if they had wished and had the switchmen on the Northwestern obeyed their own laws, there would have been no trouble of this kind. In our opinion Grand Master Sweeney has not acted with his usual good judgment and we believe he made a serious error when he undertook to sustain these members employed on the Northwestern in their violation of law. The fact that McNerny had been a "scab" at some time in the past does not effect the merits of the present controversy.

The people of St. Louis and the members of Division No. 3 particularly are to be congratulated upon the complete success of their efforts to

entertain the members of the 23rd annual session of the Grand Division. If anything was done which did not please all, or if anything was not done which could have been done to make our visit in that beautiful city a most enjoyable one, we do not know of it. The only fault was that too much in that line was before our members all the time and during our leisure moments we did not know which to accept or which to forego.

The committee seemed to be everywhere and at all times and always ready and willing, even anxious to wait upon their guests. We feel that each one did their whole duty in these matters, but among those of the committees who are well known we make special mention of "Dick" Fitzgerald who was always to be found and who could answer any question which the most inquisitive might propound. W. F. Lewis, Joe Flory and Frank Hartel wasted no time in eating or sleeping during our stay and did not appear to feel that they were doing anything out of their usual order of business at any time. If that is always their way we must add congratulations to their guests, whoever they may be.

THE TWENTY-THIRD GRAND DIVISION.

The twenty-third grand division has become a matter of history and for the information of members, we will endeavor to very briefly outline some of its most important work. One of the first things noticeable, was the harmony and good feeling that prevailed throughout and the entire absence of the controversy and contention that had been prophesied by some few of "our friends," the only appearance of a contest during the entire session being in the election of officers and that contest was with a very few exceptions, without any bitterness or ill feeling whatever.

On Tuesday morning was held the public reception and the entertainment hall at the exposition building was packed with an attentive audience, a large number of whom were ladies. The meeting was opened by a prayer by the Rev. Wm. Messick, who addressed the members of the Grand Division in Kansas City in 1882. Gov. Francis who was to have delivered the welcoming address, was confined to his room by sickness and Hon. J. J. O'Neil, well and favorably known to railway employes as chairman of the committee on labor of the house of representatives during two terms of congress, ably represented him. Addresses were also made by Hon. J. C. Tarsney of Kansas City, and Messrs. Sargent, Wilkinson and Howard of the railway organizations; the address of welcome was ably responded to by Brother Clark whose remarks are given in this issue. Mr. Sargent's words were heartily appreciated by the

audience and it is safe to say that he had a warm friend in every person in the house when he took his seat. The writer being called away before the conclusion of the exercises did not hear Messrs. Wilkinson and Howard or Bro. D. M. Vining of Atlanta, much to our regret.

As undoubtedly, all members know by this time, it was decided to apply for admission to the United Order of Railway Emyloyés and the application will be sent as soon as the laws enacted can be printed. One of the important actions was that requiring the payment of grand dues in advance instead of after the close of the year as heretofore; grand dues for 1891 are to be paid before September 30th: Much comment is being made on garbled reports that have been printed by the papers, notably by the *Globe-Democrat* of St. Louis which claimed to have obtained a copy of the printed proceedings of the Grand Division for one day and which it claims stated that the Order was in debt over ten thousand dollars, stating that the finance committee so reported. The finance committee made no such report but the report of the grand secretary and treasurer shows that for the year 1890, the expenses, including the expense of furnishing THE CONDUCTOR free to members, exceeded the receipts by \$5617.68 and that Dec. 31st, 1890, there was a deficit of \$11,767.49 but at the same time there was due from divisions over \$33,000.00, a considerable portion of which has been paid and not only is the Order entirely free from debt but it has several thousand dollars on hand in cash. The finance committee did say "we are at a loss to know by what authority the grand secretary contracted legal expenses in the insurance department," and by saying that, they virtually assert that the grand secretary has incurred such legal expenses and it is likely that they were so informed but any such assertion is entirely false as might have been learned by the committee had they made inquiry. It is perhaps hardly worth while to notice the repeated falsehoods of the B. of R. C. "organ" in relation to the financial condition of the Order but for the information of those members who may not have had an opportunity to see the reports for the past two years, we would simply say that the grand secretary did not report \$1,500 on hand when there was an indebtedness of \$6,000. He did report \$3374.30 on hand in the Mortuary fund and a deficit of \$6449.91 in the Order cash caused by sending THE CONDUCTOR free to members though at that time, Dec. 31, 1889, there was due from divisions for the year of 1889, something over \$30,000. The jurisprudence committee did not recommend "that no appropriation be made without a two thirds vote, and the two chief

officers be held strictly accountable," for the reason that such has been the law for a number of years, section 6, article IX of the constitution having been written and presented to the Grand Division by the writer in 1885 when it was adopted. The jurisprudence committee *did* recommend that the bonds of the grand chief conductor and grand secretary and treasurer be made not less than fifty thousand dollars. Secretary Daniels did not "make a kick on the amount of the bond" for himself but did object to requiring the grand chief conductor to give so large a bond for the reason that he handles no money and is responsible only for his signature to drafts and it is impossible for him to defraud the Order to any extent without being in collusion with the grand secretary. Secretary Daniels did not object to giving a bond for fifty or one hundred thousand dollars but did object to paying a premium of \$500 to a surety company for a bond for fifty thousand dollars for the grand chief conductor when it is useless. Bro. Clark did make the remark attributed to him in regard to providing bonds of one hundred thousand dollars to guard a treasury that was nearly twelve thousand dollars short but it was made in the way of a joke, though unfortunately he failed to place the Artemas Ward label on it and thus gave the opportunity to sensationalists which they did not fail to improve. At the time the remark was made by Bro. Clark there was several thousand dollars in cash on hand and not a single debt. THE CONDUCTOR has considerable information in regard to the financial operations and affairs of a number of those who lose no opportunity to misrepresent the Order which might prove embarrassing to them did we choose to descend to such disreputable methods.

Another erroneous report that has been widely circulated, is that the Grand Division reduced the amount of insurance to its members to \$1500 cutting down those who now hold certificates \$1000. Nothing of the kind was done but on the contrary the Grand Division provided for increasing the insurance of those who are now members \$500 giving them three certificates for \$1000 each in place of the one which they now hold for \$2500, thus enabling them to carry the \$3000 if they wish or if they wish a less amount they can drop one or two and carry either \$1000 or \$2000. After July first, when the new laws take effect, the certificates will be issued in amounts of \$1000 and the members will be classified in series; those not over thirty years of age, will constitute series A and each member may hold five certificates if he wishes; members over thirty and not over thirty-eight will constitute series B and may hold four certificates each; those over thirty-eight and not

over forty-five will constitute series C and may hold three certificates each; those over forty-five and not over fifty will constitute series D and may hold two certificates each while all over fifty will constitute series E and can hold but one certificate; present members of the benefit department will be given three certificates for each certificate they now hold without regard to age and those under thirty-eight may hold an additional certificate if they wish while those under thirty may hold two additional provided they are not now holding two certificates. These additional certificates must be procured in accordance with Articles III and IV of the insurance laws, Just as soon as the necessary printing and clerical work can be done, members will be notified to send in their old certificates for exchange. Bi-ennial sessions of the Grand Division were provided for and the next regular session will open in Toledo on the second Tuesday in May, 1893.

TO THE CONDUCTORS AND LADIES OF THE O. R. C.

We would strew your track with flowers,
As you speed on your homeward run;
And tender our kindest wishes
To each and every one

May the links formed on the journey
Stand the strain of adversity's test.
May brotherly love and kindness
Be the motive power in each breast.

May the journey of life for you all
Be a series of pleasure trips
Attended by joy and happiness
Debarred from life's hardships.

And at last when the signal is given
I pray you may find relief
At the beautiful station, Heaven

And be received by the Honored Grand Chief.

MR. AND MRS. G. W. KRECH.

Longview, Texas, May 26, '91.

The above accompanied a beautiful boquet that was presented to Bro. Clark for the members and their wives.

The Southern Pacific Company is relieving its conductors of the duty of collecting fares and tickets, these duties to be performed henceforth by train agents. It is a good plan in so far as it leaves the conductor free to attend to the running of the trains, but that is not why it is adopted. The company has found that a man paid \$135 a month and called a conductor will steal like a liar, whereas a man paid \$90 a month and called a train-agent will live an honest man, die in the odor of sanctity and sit through all eternity at

the right hand of Colonel Fred Crocker in full uniform, singing "Nearer, My God, to Thee." Whenever it shall please Dr. Bartlett of the *Bulletin* to die and leave a cooling vacancy in the Chair of Human Nature at the State University the inventor of the new system might, with great public advantage, be called upon to restore the warmth and intensify the void.—*San Francisco Examiner*.

The statement has been made in some of the papers that during the address of Mr. Howard, Grand Chief Conductor of the B. of R. C., Grand Chief Conductor Clark of the Order advanced to the front of the stage and congratulated Mr. Howard upon his address and shook hands warmly with him. This is another instance where with a trifling foundation in fact, a large misstatement is made. Bro. Clark did not advance, nor did he advance any congratulations; Bro. Clark is not the kind of a man to make a public show for effect and contradict it by his actions afterwards. Mr. Howard, during his talk, called Clark to the front of the stage and asked him to shake hands "to show that there was no enmity between them" and as a matter of course Bro. Clark complied with the request as would have been done by any gentlemen.

The excursion given by Atlanta Division No. 180, May 17, proved a complete success in every respect and while those who participated, had a pleasant time, the division cleared nearly \$500. At their last meeting the division adopted the following:

The unanimous thanks of this division are hereby extended to *The Atlanta Constitution* (and Mr. Ed. Bruffey specially), and to *The Evening Journal* (and "The Idler" specially), for complimentary notices of our fifth annual picnic, May 6th.

Also, our hearty thanks and appreciation are extended to the superintendents and trainmasters of the Atlanta and West Point, Western and Atlantic, Central, East Tennessee, Virginia and Georgia, Atlanta and Florida, Georgia Pacific, Georgia and Richmond and Danville railroads for the loan of coaches and arrangement of runs to enable as many conductors as possible to be present. And to Superintendent Hammond and Trainmaster Ramsieur, of the Richmond and Danville railroad, for their personal supervision and efforts to make the occasion and the running of the heavy special train a perfect success, which it was.

And also to our trustees, J. H. Latimer, Zach Martin and Fred D. Bush, for their able and successful management of affairs on this occasion.

W. N. JOHNSON, Chief Conductor.

ED. T. FAIRBANKS, Secretary.



Changes in Insurance Law.

Radical changes having been made by the Grand Division held in St. Louis for the government of the Mutual Benefit Department, we print the law as it will be when the new laws are in effect.

ARTICLE I.

TITLE AND GOVERNMENT.

This department shall be known under the name and title of "The Mutual Benefit Department of the Order of Railway Conductors of America," and shall be under the control and government of the Grand Division of the Order of Railway Conductors.

ARTICLE II.

OBJECT.

Its object is to aid and benefit disabled and the families of deceased members of the Order of Railway Conductors."

ARTICLE III.

WHO MAY BECOME MEMBERS.

Any member of the Order who is in good standing may become a member of this Department, according to these laws, and according to the following: Any member not over 30 years of age at the time of becoming a member, may take any number of certificates he desires, not exceeding five. Any member over 30 and not over 38 years of age at the time of becoming a member, may take any number of certificates desired not exceeding four. Any member over 38 and not over 45 years of age at the time of becoming a member, may take any number of certificates, not exceeding three. Any member over 45 and not over 50 years of age at the time of becoming a member, may take any number of certificates not exceeding two. Any member over 50 years of age at the time of becoming a member shall be allowed only one certificate.

ARTICLE IV.

OFFICERS.

The officers of this Department shall consist of an Insurance Committee, a President and a Secretary. The Insurance Committee shall be elected

by the Grand Division of the Order. The Grand Chief Conductor of the Order shall be, *ex-officio*, the President, and the Grand Secretary of the Order shall be, *ex-officio*, the Secretary.

ARTICLE V.

THE INSURANCE COMMITTEE.

The Insurance Committee shall be the executive head of the department, and no expenses for legal services shall be incurred by this Department unless approved by this Committee. They shall decide any question of dispute that may arise during the recess of the Grand Division, such decision to be final, until reversed by the Grand Division. All death or disability claims shall be subject to their examination, and no claim shall be paid until approved by them. In case of a majority and minority report on any claim, it shall be held in abeyance until passed upon by the Grand Division. Any member may appeal to the Grand Division or the Board of Directors. The senior member of the Committee shall be the Chairman, and shall submit bi-ennially a written report of all business transacted by them. They shall receive for their services the sum of \$100 each per annum, and their necessary expenses shall be paid after being audited by the Trustees and approved by the Grand Chief Conductor.

ARTICLE VI.

THE SECRETARY.

The Secretary shall keep a true record of all the business of the Department, register all members, with the number and date of each certificate issued, receive and hold in trust all the funds of the Department, and for each approved claim he shall, as soon as possible, pay to the proper person or persons, one dollar for each certificate on which the assessment has been paid, provided no payment shall exceed one thousand dollars for each certificate held by the claimant. He shall submit a correct report bi-ennially, or oftener if required by the Insurance Committee, of all business transacted by him, number of members and the condition of the Department, and exhibit proper vouchers for all expenditures; his books

shall at all times be subject to the inspection of the Insurance Committee or any person appointed by them.

ARTICLE VII.

APPLICATIONS.

All applications must be made in writing to the Secretary, and every applicant must certify before the secretary of a Division that he is in good health and free from any disability, and to the best of his knowledge and belief is subject to no hereditary disease. Such certificate must be verified by the Secretary under the seal of his Division, and application must invariably be accompanied by the required fee. Applicants must also be recommended by three members of the department, who shall certify to the truth of the application. Any member of this Department may protest against the admission of any person. When the application is in due form and there is no protest, and the Secretary knows no cause why the certificate should not be issued, he shall immediately issue it in accordance with Article IX. When protest is entered against the admission of any person, all the papers shall be referred to the Insurance Committee, but any person may appeal from their decision to the Grand Division, and they shall present their appeal with all papers appertaining thereto, to the Grand Division at its first session thereafter.

ARTICLE VIII.

FRAUDULENT STATEMENTS.

Fraudulent or false statements to procure the issue of a certificate shall be sufficient cause for the revocation of the same, or for the non-payment of any claim.

ARTICLE IX.

MEMBERSHIP.

Applicants for membership, if accepted, shall be duly accredited as members from the date their application is certified to by the Division Secretary and certificates must be dated to correspond.

ARTICLE X.

FEES.

A fee of One Dollar for each certificate must accompany every application for membership. All amounts received for fees shall be placed to the credit of the expense account. In case any application is rejected the fee shall be returned. Every member who is in good standing shall exchange his certificate in class A for three certificates under this law without the payment of any fee and without physical examination, and the member so exchanging shall be classified according to age at the time of such exchange, provided that not less than three certificates shall be given in exchange for each one now held.

ARTICLE XI.

ASSESSMENTS AND FORFEITURES.

When a claim is approved the Secretary shall as soon as practicable thereafter issue a notice to every member whose membership dates on or before the date of the claim, giving the name of the person on whose account the claim is made, to whom payable, cause and date of death or disability and particulars of any claim or claims paid, and shall notify each to forward to him immediately one dollar, except as provided in Article XV, and if any such assessment is not paid within sixty days of the date of the notice thereof the certificate or certificates, on which such payment has not been made, shall be forfeited, and all right to any benefit thereunder.

ARTICLE XII.

WITHDRAWALS.

Any member may withdraw by paying all assessments for which notice has been issued up to date of the withdrawal, except as provided in Section 4, Article III, of the Constitution.

ARTICLE XIII.

DEATH CLAIMS.

When the death of a member of this department occurs, proof of such death shall be made upon blanks furnished by the Secretary in accordance with instructions of the Committee, and a sworn affidavit from the Chief Conductor, the Assistant Chief Conductor, and the Secretary of a Division of the Order, accompanied by a certificate from the attending physician stating the cause of death, shall be prima facie evidence of a member's death, and the claim shall be paid after being submitted to the Insurance Committee and approved by them. Claims for benefit must be filed within one year from the date of death, and this department shall not pay any benefit for the death of any member unless a claim is filed with the Secretary within one year from the date of death.

ARTICLE XIV.

DISABILITY CLAIMS.

Should any member of this Department become disabled by the loss of a hand or foot, or by the total loss of eyesight, or the total loss of the sense of hearing, and shall furnish a certificate upon the blank provided for that purpose, signed by two competent physicians and five members of this Department, giving the date, cause and nature of the disability, the Secretary shall proceed as provided in Articles XI and XIII, and such members shall thereafter be honorary members and not entitled to any further benefits, provided that the word "loss," when applied to hand or foot, shall be construed to mean that such

hand or foot shall have been amputated; and, further provided, that the total loss of the use of an arm or a leg shall constitute total disability under the meaning of this article, provided no claim shall be paid when death or disability is caused by venereal disease or while under the influence of liquor.

ARTICLE XV.

AMOUNT OF BENEFIT.

No claim paid by this Department shall exceed \$1,000 for each certificate held by the deceased or disabled member, and when the amount in the mortuary fund shall be sufficient to pay a claim no assessment shall be made for that claim.

ARTICLE XVI.

CHANGE OF ADDRESS—TRANSFERS.

It is the duty of every member to notify both the Secretary of the Department and the Secretary of the Division of which he is a member of any change in his address, and the Department will not be responsible for any delinquencies which may occur through any failure to notify the Secretary of change of address. When a member joins a Division and presents a certificate of membership in this Department and a receipt for the payment of the last assessment, the local Secretary shall place his name upon the insurance roll of the Division.

ARTICLE XVII.

DESIGNATE PERSONS TO WHOM BENEFITS ARE PAYABLE.

An applicant may designate in his application some person or persons to whom benefit shall be paid in the event of his death, and the Secretary shall enter such designated name or names upon the register of the Department, and also upon the Certificate of membership. Any person desiring to change the name or names of the person or persons to whom benefit is payable, shall make the request in writing upon a blank provided for that purpose, which request must be certified by the Division Secretary under seal of the Division, and forwarded to the Secretary with the certificate of membership. Upon receipt of such request in proper form, the Secretary may make the requested change on the Register, provided no benefit shall be made payable to any one not having an insurable interest in the life of the member.

ARTICLE XVIII.

DUPLICATE CERTIFICATES.

The Secretary shall, upon application, upon a blank provided by him, issue certificates to replace any which may be lost or destroyed. Such certificates must be plainly marked duplicate, and notation of the issue, with date, made upon the Register.

ARTICLE XIX.

NOTICE OF ASSESSMENT.

The notice of assessment shall be written or printed, or partly written and partly printed, and placed in an envelope, properly addressed to the member for whom it was intended, as the address is shown on the books of the Department, one full rate of postage paid thereon, and deposited in the post-office. The envelope in which such assessment notices are enclosed must have a printed "return card" thereon.

To insure proper credit being given, members must return the notice of assessment with the remittance, and the Department shall not be responsible for any errors that may occur in consequence of failure of any member to return any notice. The Secretary will then stamp the notice "paid," with the date, and deposit the same in post-office, properly addressed, and the notice so stamped shall be a sufficient receipt for payment of the assessment.

ARTICLE XX.

BENEFIT—TO WHOM PAYABLE.

In case the designated payee of a member should not survive him, the benefit shall be paid to the first named who shall survive him, as follows:

- 1st. In accordance with the provisions of the lawful will of the deceased, should one be left.
- 2d. To the widow of the deceased.
- 3d. The child or children of the deceased.
- 4th. To the father of the deceased.
- 5th. To the mother of the deceased.

In default of all the above, the expenses of the last sickness and funeral of the deceased shall be paid by the Secretary, provided no other provision has been made for the payment; and further provided, that bills for the same are approved by the Insurance Committee. In no case shall the amount so paid exceed the benefit, and bills for such expenses shall be paid in the order of their presentation to the Secretary. Any balance remaining after this section has been complied with shall revert to the Expense Fund of the Department.

ARTICLE XXI.

BENEFIT—TO WHOM PAYABLE.

When a disability claim is approved for payment, the benefit shall be paid to the disabled member, except when such disability is caused by permanent insanity, when it shall be paid as follows:

- 1st, wife; 2d, child or children; 3d, father; 4th, mother.

In default of all the above, the benefit shall be held in trust by the Secretary, and expended

solely for the benefit of such disabled member, by the advice and with the approval of the Insurance Committee. In case of the death of such disabled member before the full amount of the benefit is expended, the balance will be paid as provided in Article XX.

ARTICLE XXII.

MONEY—HOW FORWARDED.

All money must be forwarded by express, draft or post-office order, and all charges for expressage, collection or exchange must be prepaid.

ARTICLE XXIII.

APPLICATION—FORM OF.

All applications for membership in this Department shall be in the form prescribed by the Secretary when approved by the committee.

ARTICLE XXIV.

AMENDMENTS.

These laws can only be repealed, altered or amended in accordance with Section 1, Article XI of the Constitution of the Order of Railway Conductors.

ARTICLE XXV.

EXPENSE ASSESSMENT.

The Insurance Committee shall order an expense assessment at any time upon application from the Secretary, showing there is less than \$500 balance to the credit of the expense account. Such application shall contain a full statement of all receipts and expenditures for the expense account from the date of the last expense assessment. Any member refusing or neglecting to pay the same as provided on the face of the notice shall forfeit all rights to the Benefit Department the same as those suspended for non-payment of the mortuary assessments.

OFFICIAL.

CEDAR RAPIDS, June 11th, 1891.

All members and divisions please note that the laws enacted by the late Grand Division provide that "Every person becoming a member of this organization after the second Tuesday in June, 1891 shall take and hold at least one certificate in the Mutual Benefit Department, provided that, if a member be in such physical condition that the members of the division cannot conscientiously recommend him as provided in Section 8 of the laws governing the Benefit Department, he may

be admitted to the Order and shall be known as a non-beneficiary member. Forfeiture in the Benefit Department on the part of any coming under the provisions of this law shall cause the member so forfeiting, to stand suspended from the Order until reinstated in the Benefit Department."

The action of the Grand Division in enacting this law is found on page 548 of the eighth day's proceedings. In order to give the divisions and members, as well as those who may anticipate applying for membership, opportunity to thoroughly understand the provisions of this law and to have it go into effect in common with our other new laws, the Board of Directors have changed the date from "the second Tuesday in June, 1891," to the first day of July, 1891. This law will apply to and be enforced in the case of all who are initiated into the Order after the first day of July, 1891.

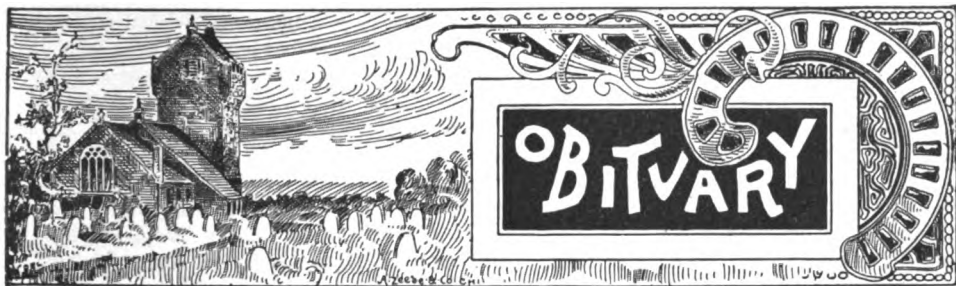
This notice is intended to cancel the information given in my June circular that the law would take effect the second Tuesday in June, 1891. Understanding, please, that this does not apply to any who are now members of the Order or to any who may be initiated on or before July first. All who are now members of the Benefit Department will be given three certificates of \$1,000 each in exchange for the one certificate of \$2,500 now held and they may take additional certificates as new members of the Department under the provisions of Articles III and XI of the laws governing the Mutual Benefit Department.

The assessments on these new certificates will be one dollar on each certificate and each certificate held by any member will be independent from any other certificate and if the Brother does not desire to carry three certificates, he may surrender one or two and retain one or two at his option.

I do not anticipate a decided reduction in the cost of the insurance to members of the Department for the first few months; but I predict that in six months the members will be able to carry insurance in the sum of three thousand dollars at a less cost than they have been carrying \$2,500. Hoping that the Benefit Department may be liberally patronized and advertised by the members I am,

Yours truly in P. F.,

E. E. CLARK,
Grand Chief Conductor.



MACON, Ga., May 17th, 1891.

Be it *Resolved*—

1st, WHEREAS, In His gracious Providence, the Supreme Ruler of the Universe has been pleased to remove from our numbers our much beloved brother and co-worker, Brother, C. M. Adams. And

WHEREAS, In his loss we, of the Macon Division 123, and employes generally of the C. R. R., of Ga., have sustained a bereavement that touches all our hearts with keenest grief; and it becomes us all to bow our heads in humble submission to Him who doeth all things well. Bro. Adams was one of our most faithful men; active and energetic in whatever he undertook. No man could boast of a truer friend or more enjoyable companion. He was most highly respected in the community in which he lived; was a noble and devoted son and a generous, true-hearted brother.

2nd, That we tender the family of our deceased brother our deepest sympathy in this hour of their terrible bereavement, and sincerely mourn with them the loss of their most affectionate son, our brother.

3rd, That our charter be draped with the usual emblems of mourning for thirty days in memory of our departed brother.

4th, That these resolutions be copied upon the minutes of our Division; that a copy be sent to the bereaved family, and to THE RAILWAY CONDUCTOR, bearing the seal of our Division.

D. E. YOUNG, W. F. HOLT, } Committee.
Sec'y and Treas. L. C. YOUNG, }

ALLIANCE, Ohio, May 27, 1891.

Bro. J. W. Bowden and wife, while in their sad affliction of the loss of their little son, Carl, on May 2nd, tender their thanks to Division 177 for an anchor of flowers sent to them on the sad occasion.

Bro. Bowden and wife have the full sympathy of the members of Alliance Division 177 on their loss and bereavement.

ST. THOMAS, Ont., May 3, 1891.

WHEREAS, Our esteemed Brother, Nelson H. Ryan, has recently suffered a great loss in the death of his beloved wife, therefore, be it

Resolved, By the officers and members of Union Division No. 13, O. R. C., that we extend our heartfelt sympathy and condolence to Bro. Nelson H. Ryan, in this his great bereavement, and be it further

Resolved, That we furnish a copy of these resolutions to THE RAILWAY CONDUCTOR, the St. Thomas daily papers, and that we hand a copy to Brother Nelson H. Ryan.

M. LORDEN, } Committee.
M. S. RYAN, }

HUNTINGTON, W. Va., May 25, 1891.

At a regular meeting of Ashton Division, No. 136, Order of Railway Conductors held Sunday, May 24th, 1891, the following resolutions were adopted:

WHEREAS, It has pleased God, the Grand Chief Conductor of the Universe to remove by death on Saturday, May 23d, 1891, the infant son of our worthy Brother and Secretary, William Waldron; be it

Resolved, That we, the members of Ashton, Division, No. 136, Order of Railway Conductors, do most sincerely sympathize with him and his wife in their sad bereavement.

Resolved, That these resolutions be placed on the records of our division, a copy sent Brother Waldron, and published in THE CONDUCTOR, also given to the city papers for publication.

By order of Division.

R. H. WILLIAMSON,
Sec. and Treas. pro tem.

WILMINGTON, Del., May, 3, 1891.

WHEREAS, God in His all wise providence has allowed the death angel to enter the home of our Bro., John Bowers, and bear away his beloved wife, Minnia, aged 28 years, who departed this life April 20th; therefore,

Resolved, That we, the brethren of Division

No. 224, O. R. C., do express to Bro. Bowers our heartfelt sympathy in his bereavement.

Resolved, That while we know the hours of sadness that will come to him on account of her absence, we would remind him that God who has taken her home to be with him, and while the dear little one she has left will not have a mother's love to comfort it through life, and Bro. Bowers will be deprived of her companionship in this life, they may meet in a better land, where sorrow never comes. For Sister Bowers had not neglected the great object of this life. She was a christian and felt that the great arm of God was about her in the hour of death. Let us hope that God will grant unto Bro. Bowers the consolations of His holy spirit and watch over the dear little one and bring them at last to that haven of rest that has been prepared for all that love and keep his commandments, and where God shall wipe away all tears from our eyes, and where they may spend a blissful eternity together.

I. T. PARKER,
A. B. DANCE,
W. PIERCE, } Committee.

CONNEAUT, O., April 6, 1891.

At a special meeting, April 6th. of Nickel Plate Division No. 145, the following resolution was adopted:

WHEREAS, It has pleased Almighty God to remove from the family of our Brother, D. R. Miller, Mrs. Miller, his partner through life since 1861.

Resolved, That we, the Brothers of Division 145, extend to Brother Miller and family our deep sympathy in this, their hour of trial and sorrow,

Resolved, That while through our sympathy we are unable to assuage the sorrow that can only be healed by time, nevertheless we extend to the Brother and his family our heartfelt sympathy in in this their hour of bereavement, ever remembering that we are all traveling toward the same undiscovered country from whence none ever return.

Resolved, That the Brothers of Division 145, in behalf of Brother Miller and family, extend to the different Orders for their attendance during the service, their thanks.

Resolved, That a copy of the above resolutions be presented to the bereaved family, and furnished the *Conneaut Reporter* and *Herald*, and also forwarded to THE CONDUCTOR for publication.

Committee,

E. PHILLIPS,
H. D. HAIGHT,
J. HARE,
W. E. BENDER.

BIRMINGHAM, Ala., May 8, 1891.

The following preamble and resolutions were

adopted by Birmingham Division, 186, O. R. C.

WHEREAS, It has pleased the Almighty, in His infinite wisdom to remove from our midst the beloved wife of our highly esteemed and worthy Secretary and Treasurer, Bro. W. K. Atkinson; therefore, be it

Resolved, That we, his brother members, of Division 186, extend to him our sincere and heartfelt sympathy in this his irreparable loss, and hope that in heaven he will meet the loved one gone before.

Resolved, That these resolutions be placed upon the records of the Division, a copy sent to the bereaved husband, and to THE RAILWAY CONDUCTOR for publication.

J. C. RITTENBERRY,
H. C. LEREW,
C. W. McMINT. } Committee.

FLACK.—Died at Quincy, Illinois, May 10th, aged two years, eleven months and six days, William Bliss Flack, only child of Brother and Mrs. W. W. Flack.

All who attended the late Grand Division are aware of the irreparable loss sustained by Brother Flack and his wife, but few knew of the peculiarly sad circumstances of the death of little Bliss. During the last of April, Mrs. Flack left her home in Sioux City for Quincy, Ills., to visit Brother Flack's parents who had never seen the grand-child, expecting to be joined by Brother Flack later, and to accompany him from Quincy to St. Louis. Soon after her arrival at Quincy, Bliss was attacked with that scourge of childhood, diphtheria. A telegram hurried the father to the bedside in time to be recognized and spend a day with the little sufferer before he passed away, and while the Grand Division was opening, Brother Flack, who had expected to be one of its members, was following to its last earthly resting place, all that was mortal of a dearly loved child whose brief stay on earth had brightened many dark hours and who was a never ending joy to his parents.

"Suffer little children to come unto me and forbid them not, for of such is the kingdom of heaven."

COLLINS.—The hearth of another well-known and loved member of the Grand Division has been crossed by the angel of death and robbed of its fairest ornament. Brother Patrick J. Collins, of Mobile, Alabama, several times a delegate from Division No. 178, past Grand Outside Sentinel, and a permanent member of the Grand Division expected to be with us at St. Louis but was detained by the sickness of his daughter who was called to a better world during the session of the Grand Division.

"She thought our good-night kiss was given,

And like a lily her life did close;

Angels uncurtain'd that repose,

And the next waking dawn'd in heaven."

THE RAILWAY CONDUCTOR.

VOL. VIII.

CEDAR RAPIDS, IA., JULY, 1891.

NO. 12.



THE VILLAIN'S MANTLE.

The great charter of King John, granted in 1215, called "The Key Stone of English Liberty," often appealed to in the United States, with its promise of protection, embodied in some form in every American constitution, has for its main features:

"No freeman shall be taken, or imprisoned, or disseized of his freehold, or liberties, or fee customs, or be outlawed, or exiled, or otherwise damaged, nor will we pass upon him, nor send upon him, but by lawful judgment of his peers, or by the law of the land."

"The sixth amendment to the constitution says, with other things, * * * * the accused shall enjoy the right to a * * * trial by an impartial jury, * * and be informed of the nature and cause of the accusation, to be confronted with the witnesses against him * * *."

At the time the charter was granted feudal law existed. A feudal tenant, of the lowest class, was a bondman, or servant, called villain. The one distinction drawn in the charter was that between freemen and villains. It is declared that social feudalism has long since ceased. No doubt in law and theory this is true. But sometimes facts exist contrary to law or theory. In law all men are equal. In fact they are not. In theory America has

no privileged class. In fact there are many such classes *acknowledged*.

In church, in state, in business and society law and theory premise one condition which the conclusion of facts will not warrant.

The military and landed aristocracy in Europe developed the bondman, dependent follower and villain. Their counterparts in the United States, under a different name, have developed a corresponding class, in fact, if not in theory and name.

As the spirit of English liberty developed a broader view in the minds of the ruling classes, the mantle of the villain was lifted, not destroyed, lifted so high the autocratic current from Russia caught it and dropped it upon the shoulders of her serfs. When Alexander II, influenced by nihilistic and other pressure, whirled the mantle aloft, and once more, by freeing the serfs, this land of the free, (?) so ready to imitate European customs, living and obsolete, has so far progressed (?) as to make a bid for its folds, holding the aroma of royal and noble use within its draping. Not for the colored man. The emancipation proclamation, so far as race was concerned, forever excluded it there. The rising American aristocracy must have some distinction. Since it might not ex-

ercise it through race, it turned its attention to class. At first the mantle was like charity, broad, covering a multitude of the workmen of America. Gradually it got too small for one class after another through various lifting breezes. Current after current swept it from class after class, or the classes *outgrew* its folds, until the privileged (?) ones, seeing there would be no class villains for the upholding of their divine right, unless speedy and effective measures were taken, and by a united effort fixed it on one class to stay. Casting about for the most available class to shackle, by experimenting it was tacitly, if not openly, agreed to drop the villain's mantle upon the American railway conductor, regardless of the great charter of England and the sixth amendment to the constitution of the United States. Why should they not? Did not Canute command the sea to come no farther?

Three queries present themselves here pertinently:

First. Is the mantle on that class?

Second. How came it there?

Third. Is it there to stay?

Is it there?

How often has it been the province of THE CONDUCTOR, as well as other publications, to chronicle the fact that a certain number of conductors, on a specified line, were discharged without trial and without information as to the nature or cause of such action, and unopposed by a single witness against them. If "no freeman shall be * * * * damaged but by lawful judgment of his peers, and information of the nature of accusations, with confronting witnesses, is the right of a freeman," these rights are being withheld from the "passed upon" conductor. If such "passing upon" is legal and constitutional then the legitimate inference is he is not a freeman, nor entitled to the protection of the magna charter or the constitution. Why? Because of the villain's mantle. Cattle may not constitutionally be excluded from any state if the consumer wants them. The wearer of this mantle may constitutionally be excluded from working in another state, although the consumer of their work may want them. Evidently a villain is worse than a brute. Cattle upon the plains, government mules, and formerly some slaves, were marked with a distinctive brand, not for the benefit of the cattle, mules or slaves but that wherever they went any one could see

where they belonged. In an early day branding was resorted to in some cases to mark a distinctive criminal. The only human being in America to-day branded so he may be kept where he belongs is the railway conductor. Discharged without trial, exiled without warrant of law, damaged by official "passing upon," and socially branded as though a leper, surrounded by, to him, invisible antagonists, he must be without the pale of the magna charter and the protection of the constitution, not worthy the privilege of a brute and denied the rights of a freeman. This must be true or, of course, law abiding citizens would not so treat him. One may commit forgery, arson, and even murder, with hope of forgiveness if a freeman. No such result is open to the condemned railway conductor. Hence there is the irresistible conclusion that the villain's mantle, too weak to cover the English bondman, and too narrow to enwrap the Russian serf, is strong enough, and broad enough to hide his right to exist and get the benefit of the law and constitution that protects the emancipated black, and "previous condition of servitude" does "count" against him notwithstanding the declarations of the fifteenth amendment to the contrary. Without pursuing this line farther, it seems self evident the system in vogue of treating the railway conductors in America for the past decade is only accounted for by the conclusion that the villain's mantle is upon him. So much being admitted, how came it there?

Briefly this one query may receive three answers:

First. The selfishness of the conductor drew it toward his class. Among the fraternity it has too often been the case, "one man's fall was simply another man's rise." While doing nothing positively to accelerate the downfall of his co-worker he willingly acquiesces, especially if he is the next to derive benefit by the fall. Who ever refused a branded fellow worker's place?

Second. His indifference to the fate of an exiled comrade fitted the mantle to his class, instead of taking any steps to restore or get him restored to "good standing;" in the majority of cases he is utterly forgotten, dismissed with the remark: "He had his day," and unfortunately was numbered among the number "let out."

Third. His clanishness fastened the mantle in imitation of the feudal law of

old, dependent followers make a clan distinction. As the followers and dependents of landed baron or local chief saw no good in the opposing clan and no errors in their own "head," so the followers of certain railway "heads" thinking themselves "solid," see no error in his administration of official justice although his paternal family relations are the victims, applauding all executives among other clans regardless of fraternal obligations. At the same time any blow aimed at classes of a kind must ultimately affect all of that kind, so powerful is precedent, once tacitly admit the right of a chief to work injustice to their kind of another clan, who shall remonstrate where another chief perpetrates the same thing upon their own clan?

Is it there to stay?

A story runs as follows: "A camel driver having camped for the night his camel plead for the privilege of just looking within the tent. Granted without hesitation. Next he plead to put his head within. Granted. Then the request to put his fore feet within. Granted also. Now comes the request to enter bodily. Seeing him so near within it seemed useless to refuse, whereupon the camel took bodily possession, remarking as he did so: 'Now I am all within, you may get out, for I mean to stay.'"

Is the camel all within our tent.

As the camel conquered the desert, accelerated commerce, annihilated distance and defied time through an inward capacity to successfully encounter every obstacle, so too, in a like measure, do railways in a larger degree, conquer waste places, help commerce, overcome distance and compete with time successfully through their thorough official organization, which not only promises but affords mutual aid.

The mantle has fallen and become fastened. Is it secured? Selfishness says, yes. Indifference assents. The constitution with its sixth amendment replied, no. Let the claimants first become worthy of claimed rights, then legally attempt them and the sympathy of the observing world is with them. Not through communism, not through anarchism and not through useless submission, but by being self-centered, self-contained and self-controlled. So sure as factions or politicians influence the actions of the sufferer so

will his afflictions increase without remedy.

"Be strong and quit yourselves like men." "Watch, ye; stand fast in the faith, (of the law and constitution) quit ye like men, be strong."

A Thought of Decoration Day.

BY LA CROSSE.

All! hail! Ever hail, to the noble and tender sentiments, which prompt our nation to decorate the graves of our fallen heroes.

Do not think me not patriotic, and not possessed of proper respect for my country and fellow countrymen, if I speak and write unfavorable of the custom.

Pause and think of the poor and needy whom the price of one wreath of flowers would render comfortable for several days, and in their present use they only decorate the inanimate mound of earth which covers only the handful of dust, the immortal soul that rendered the human habitation beautiful to us, is where earth's fairest and brightest flowers, would fade and grow faded and scentless in comparison.

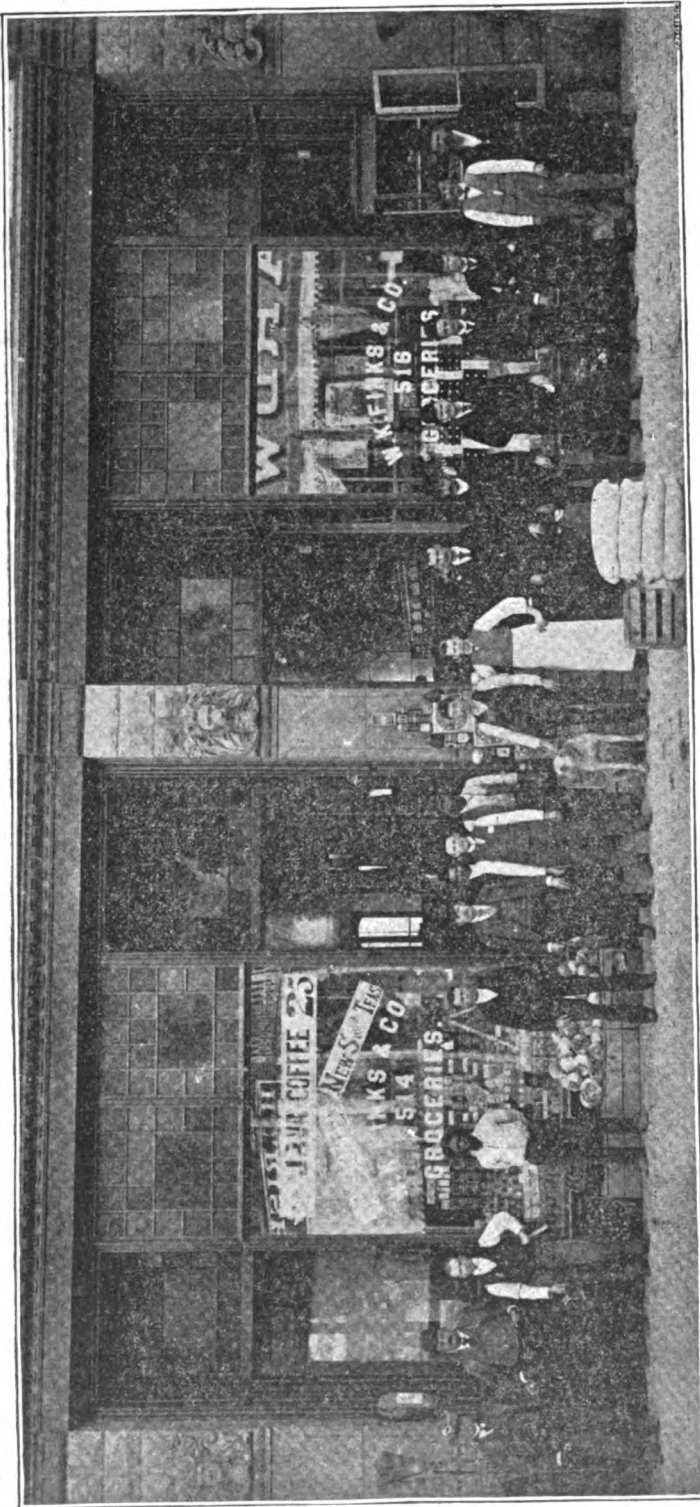
If you *must* buy flowers, buy them and give them to the sick and lowly, yea, the wicked. Remember Mrs. Heman's beautiful lines:

"Bring flowers to the captive's lonely cell,
They've a tale of his boyhood's days to tell;"

And anything that tells a tale of boyhood days rouses conscience, and conscience is the best preacher in the world, we all, the best of us know by experience.

A rose or a violet, even a dandelion may carry him back to when mother shielded him from harm and taught him: "Now I lay me down to sleep." If the offender is a youth it may guide his footsteps nearer aright in the future. If he is old in sins ways, give it just the same remembering that "Heaven will rejoice more over one sinner than a score of righteous," and that the Savior forgives at the eleventh hour.

So friends try my idea just once, don't wait until next year, but now, in the ever present now, bring flowers to the dead living, instead of the living dead; for our brave boys of '61 and '65 are living and always will live in the memory of our people and the records of our country.



Frank F. Finks.

Among the members of the Order in Texas, who have at all times been loyal, and who have resisted to the utmost the assaults of **enemies** upon our organization, there is none more faithful than the Chief Conductor of Temple Division No. 217, whose name heads this article. When the former secretary of the Division, now the Assistant Grand Chief Conductor of the B. of R. C., proved recreant to his trust, and while holding a position of trust in the Division, misrepresented the Order and endeavored to break up the Division, there were a loyal few who were not to be seduced but who stood steadfastly for right and justice, and who, notwithstanding the report sent by Mr. Martin, that they had "boxed up the charter and sent it to Cedar Rapids," sustained the Division and kept it alive and in working order, and among these few was Frank Finks, who in his loyalty to the Order came under the ban of "the Majah" and his satellites, and was maliciously assailed through the columns of the Toledo sheet. Brother Finks came naturally by his predilection for a railway life, his father having been an old-

time conductor on the Chesapeake & Ohio, running a passenger train on that road from 1858 to 1874. Frank came to Texas in 1882, and entered the service of the G. C. & S. F., remaining three years as brakeman and baggageman; was then with the "Cotton Belt" for a year, returning to the "Santa Fé" in '86, where he was, until recently, employed as freight and passenger conductor. He has now, however, retired from the seductions of a life on the rail and is, in company with his brothers W. K. and J. H. Finks, engaged in the wholesale and retail grocery business in Waco, one of the live towns of the Lone Star State, and we are pleased to say is meeting with marked success. We give herewith a cut of the store occupied by the firm, showing Frank himself, and most of the nineteen employés of the firm. The firm did a business of over \$100,000 during 1890, and expect to almost double that this year. Brother Finks represented Temple Division at St. Louis, and took in the excursion after its close.

Bill Nye's Discarded Bill.

WILL CONGRESS TAKE SOME INTEREST IN RAILWAY CONDUCTORS.

[By request of a member we reprint from the New York Sunday *World* of March 25, 1888, Bill Nye on the license question.]

Some anxiety is being shown on the part of the people relative to the condition of a certain bill, introduced in Congress January 10 of the present year, and the masses are beginning to clamor for information as to the time of its final passage and enforcement as a law. The bill provides for the licensing of railway conductors, and, with the idea that all the evils of travel, from the choppy condition of the road-bed to the sallow color and hopeless demeanor of the hard-boiled eggs along our great thoroughfares of travel, are directly due to the incompetency of the conductor, aims to regulate this matter by striking at the root of the evil.

Conductors, under the provisions of the bill, are required to submit to a rigid examination under the eye of a Chief Examiner, appointed by the President, and who shall receive \$3,500 per year and mileage at the rate of 10 cent. per mile, together with reasonable traveling expenses.

This Chief Examiner will delegate his power as an examiner to twenty Supervising Examiners retaining only the bitter anguish and enervating toil incident to the

life of one who looks out a car window all day and patiently accumulates mileage.

The Supervising Examiners shall receive \$2,500 per year, reasonable traveling expenses, and ten cents per mile by the most devious method of travel. Railroad lines will be permitted to pass Chief Examiners, Supervising Examiners, &c., to and from their work.

The Chief Examiner and Supervising Examiners shall constitute a National Board of Examiners, who shall meet at Washington, D. C., every little while to think it over and then go away. This National Board of Examiners shall divide our unhappy country into twenty districts, each of which shall be cheered by the presence of two District Examiners, and they shall be men of good moral character, who can ask difficult questions and be willing to work on a salary. They shall receive a salary of \$2,000 per year, mileage, stationery and press notices. The duty of District Examiners as prescribed are optional, but the salary is compulsory. Assistant District Examiners may be appointed at a salary of \$1,500, and clerks, when necessary, may be employed to do the work at \$1,200 per year.

The Chief Examiner, Supervising Examiners, District Examiners, and Assistant District Examiners shall be at all times guarded by a cloud of mileage by day and a pillar of salary by night.

Under the provisions of Section 8 of the act, the District Board of Examination shall have power to pry into the pedigree, personal habits, qualifications, aims, aspirations, accomplishments and physical condition of any man who may make application for the portfolio of conductor or door slammer extraordinary as provided in this act, and further, it is provided elsewhere in the bill that no conductor shall be permitted to go through a train with a pencil in his mouth, a pair of forceps in one hand and a pad of draw-back checks in the other, acting as a conductor, a treasurer, a nurse, a railway folder, map and household guide, at \$80 per month, with the privilege of being killed between meals, unless he shall have passed a thorough examination on the same track and received a license from the Board of Examiners, and paid a fee of \$5 to said Board.

The bill also provides that the sum of

\$100,000 shall be appropriated for the contingent expenses of the Board in getting to and from widely separated points, and for wear and tear of Thinkers while engaged in getting up deep conundrums for applicants.

The Board may revoke the license of any conductor at any time upon the commission of certain acts, and he will then be arrested under the provisions of the United States statutes if he undertakes to run a train, even though the railroad company may desire to retain him. This gives the conductor the chance to work for the railway company and the United States of America, provided he behaves himself, and at one salary. In other words, he buys a license for the privilege of doubling his responsibilities without increase of pay. Upon passing a satisfactory examination, the conductor will be permitted and required to wear a large tin badge bearing the remark "CONDUCTOR" upon it, also the number of his license, the number or the district in which the license was issued, the number of his residence, his postoffice address and any other information desired by a morbidly inquisitive public. He may also be required to wear a muzzle during dog days.

He will also be expected to wear the various badges of the road for which he may be employed, together with foreign decorations, statements, way bills and certificates of the presiding officer setting forth whether he be out of order or not. He will be required to wear on his breast all badges referred to in this act, together with such other badges as he may have in the house, till his bosom shall resemble a Christmas tree.

The schedule of examination has not yet been fixed, but it must be so prepared that it shall cover the physical and mental condition of the applicant, and will, no doubt, run something as follows:

1. State your age, weight, height, nationality, sex, complexion, where born, and who, if any one beside yourself, was present at the time?

2. Do you experience ringing in the ears, gastric goneness between meals, mental lassitude on rising and reading the *Congressional Record*, sudden and uncontrollable desire to bite people on trains or a vague yearning to soar away in a pay car and be forever at rest? Do you have dandruff?

3. If I give to A. half my salary and

half a dollar over, then afterwards meet B., to whom I give half the remainder and half a dollar over, after that meeting C., to whom I give half the balance and half a dollar over, when I find I have nothing left but my mileage, how much mileage have I, and what are you going to do about it?

4. Which is proper, to get on and off a train on the nigh or off side, provided the train is going east and running on the time of a previous train?

5. Are people who are not formally engaged under any obligation to kiss each other?

6. What is the total railroad mileage of the United States, and what would it amount to at 10 cents each?

7. How many bones in the human body, and what are their names?

8. What is a promontory?

9. State in your own language what you know of the Wilmot Proviso.

10. Why is a chrysalis like a buckwheat pancake?

11. Of what is the surface of the earth composed?

12. Do you believe in a literal hell?

13. If you were writing to Prof. Young, the chemist, would it be proper to address him as Analyzer Young?

14. How many pores in the human body, and why do transitive verbs govern the objective case?

15. Analyze and parse the following:

THE SCALDED CHILD.

Jag 1.

Come all kind friends, both old and young.

Oh, hark, and you shall hear

How death did quickly snatch a child

The parents loved most dear;

The last and least of this little flock

Was caught on a stone by its little frock.

In falling o'er one Sabbath day

While the parents dear were *not* away.

Jag 2.

And to see and hear, but not to save,

Their little boy from a watery grave,

Which puts them in mind of one of yore

Who died by a scald while on the floor. [day.

Strange! they both were burned on a Sabbath

And placed in the ground on Tuesday;

A family living in the adjoining room

Hastened to the depot of grief and gloom.

Jag 3.

Eighteen months Lucius spent with them

And cheered them with his smile,

But soon they mourned in weeds of woe
 For their dear scalded child.
 But Oh! what sorrow fills their heart,
 'Tis more than tongue can tell,
 To think how soon the time did come
 To take their last farewell.

Jag. 4.

And now the little boy has went
 To that bright world above.
 The other four please come this way
 And sing redeeming love.
 Then Tompkins now a warning take,
 Prepare to meet your God,
 That you may meet your happy flock
 In yonder blest abode.
 There you may meet around the throne,
 Parents and children on that shore
 Where farewell tears are never shed
 And scaldings are no more.

Conductors who apply will probably be required to state whether they desire to take out a license for caboose and freight business or passenger trade. With the answers they will be expected to inclose fee, together with any amount they feel like adding; and, on receiving their licenses will be required to subscribe to an oath in substance as follows:

STATE OF NEW YORK, }
 COUNTY OF —, } ss.

I, A. B., having been first duly sworn, upon my oath do remark, set forth and state that I am — years of age, that I reside in the county and state aforesaid, when not transferred to some other division or road; that, feeling the loneliness of a man who is employed by a railroad, and the isolation of one who is responsible only to the President, Board of Directors, Receiver, General Superintendent, General Traffic Manager, General Passenger and Ticket Agent, Claim Agent, Roadmaster and Division Superintendent, I desire to be thrown into contact with the United States government and to become responsible to the civil and military authorities, in order that I may be duly examined and overhauled by congress. I also depose, set forth, remark, state, declare and twitter as follows: That I am a citizen of the United States; that I have been a conductor for eleven years, having given the best years of my life and the best fingers on both hands to that industry. I now desire to get out a license for limited train No. 3 on the All Vowel Air Line Road for two years, unless sooner an-

nulled. I also do further swear, set forth and bear down upon the statement that I will be a good, faithful conductor to the best of my ability, and that I will wear such badges as my health will permit, provided my bosom is wide enough, and that I will never knowingly try to jump a 900-foot canyon with a heavy train after dark, and that I will report promptly to Washington every day what is said on my train that might be of political interest, and that I will assist in defraying campaign expenses, be kind and courteous at all times to Chief Examiners, District Examiners, Acting Examiners, Assistant Examiners, or breath testers who may be en route, that I will love, honor and obey them as long as we both shall live, and further deponent saith not. A. B.

I only ask, on behalf of several anxious friends, what has become of this bill, and whether it is or is not a law, and if not, why not? BILL NYE.

A Bear Story.

"Johnny" Towne sends the following "solemn warning" to us and says it is "a story of thrilling interest to owners of a specimen of *Ursus Americanus*."

The railroad and telegraph have driven the old-time scout of the plains out of his peculiar profession, and the men who once were indispensable to the army on the frontier are now scattered all over the country engaged in prosaic business and trades. One old-timer is a contractor in this city, and another is a photographer. The latter is Bill Worthington, sometimes called "Beauty" for reasons not altogether obvious.

Worthington was on the Big Horn expedition in 1876 in company with Cody, old California Joe and other celebrated men of the plains. Some amateur hunters talking about "b'ar," affected to dispise the fighting abilities of the common black bear, *Ursus Americanus*, in Bill's presence.

"Don't you fool yourselves about the black bear," said Bill. "He's scared and timid and will run like a scared wolf if you will give him a show, but you don't want to mingle with him too sociably. When we were on the Big Horn trip with Troop M, 3d Cavalry, we jumped a bear on Rush Creek, in Wyoming, that did a heap of damage to one man. I took a shot at the bear at about 200 yards, and wounded him, and he piled over the steep bank, crossed the creek on a beaver dam and hid in a lot of tules.

"Old man Barrett, the troop farrier, followed across the creek, and California Joe yelled to him not to go into the tules, because the bear was wounded. Barrett scorned the warning and wanted to know if we thought he never had hunted 'b'ar' before.

"Then he did a foolish thing. He went into the tules with his carbine in his right hand, making way for himself with his left hand. He ought to have had his carbine in both hands and parted the tules with the barrel. The firing had brought the whole troop up on the gallop, and forty men stood on the bluff and watched Barrett.

"The tules closed behind Barrett, and the next instant his carbine came whirling through the air over the tules and fell into the creek. The fearful shriek that Barrett gave rings in my ears yet. In a moment Barrett and the bear came out of the tules, wrestling, struggling, yelling and growling, and forty carbines and three long rifles clicked and were leveled.

"But Barrett's back was toward us, and we could not get a bead on the bear. 'Don't take your eye from the bead,' said old Joe to me, and I kept my rifle up, following every motion and trying to get a shot.

"While we old plainmen stood there trying to get a sight at hair, a raw recruit from Pennsylvania, George Pennyroyal, slipped down the bank, swam the creek, and ran up to the scene of the struggle. Barrett was trying to back into the creek, but the bear wouldn't have it, and was tearing him to pieces. Pennyroyal shoved the muzzle of his carbine up into the bear's mouth and pulled the trigger, and the top of bruin's head sailed away into space.

"Old Joe turned to Cody and me, and said: 'There's a tenderfoot who has done us all up in tackling b'ar. Why didn't we think to do that? He's the best man in the outfit.'

"Barrett's left arm was torn to shreds, and a big piece was torn out of his breast and neck, but when we picked him up he said:

'I'm all right. No b'ar can get away with me.'

"We put him into a wagon and did all we could for him, but as the day wore on he became weaker, and just at sunset he looked up at me and whispered: "Do you think I never hunted b'ar before?" His

jaw dropped, his eyes turned up under the lids, and he was dead.—*New York Sun*.

Steam and Electricity in Modern Warfare— The Lesson of '61.

It may safely be admitted that if the conditions of warfare had been the same in 1861 as they were in 1815, or, in our judgment, as late as 1850, the prediction of Napoleon and Palmerston of the failure of the North would in all probability have been fulfilled.

But the conditions were not the same. Steam and electricity had in the intervening time asserted their power, and had rendered possible for a McClellan or a Grant what had been impossible for a Napoleon. It was found that the capacity of the territory, through which it was proposed to move an army, for the task of supporting that army might generally be disregarded. It was found perfectly feasible to maintain a large force for any length of time in regions where no subsistence of any sort or kind was furnished by the soil. It was found that water transportation of men and supplies was as certain and uniform, as much to be relied upon, as transportation by land; that the wind and waves of the ocean and the strength and direction of the flow of rivers could equally be ignored when it was proposed to transport troops, or subsistence, or ammunition to a given spot. It was found that a blockade maintained by steam vessels, though not absolutely perfect, was a far more certain and constant check on foreign intercourse than could be effected by any employment of sailing vessels. By the telegraph all available resources could be utilized without the loss of a moment, and all information instantaneously communicated to or from headquarters to or from any part of the theater of war.

In other words machinery had in the progress of time become one of the great factors in military operations, and its introduction worked as marked a revolution in the practice of commanders on land and sea, as its adoption for purposes of manufacture or of intercommunication had worked in the world of business and ordinary life. And, what was of the greatest importance to the North, the advantages of this great change in matters of warfare were absolutely at the call of the stronger and more wealthy of the two combatants.—*Scribner*.

Ocean Travel.

It is not when the seas come pounding over the bows that the captain's face lengthens. Even when it is necessary to keep the passengers below, and the spray is carried as high as the foretop, his confidence in his ship is unabated. His spirits do not fall with the barometer, and though the clouds hang low, and the air is filled with stinging moisture flying like sleet from the hissing sea—even when boats are torn out of the davits, and iron bitts and ventilators are snapped from their fastenings like pipestems, he has no misgiving as to the ability of the ship to weather the gale, or the fiercest hurricane that can blow.

Give him an open sea, without haze or fog, or snow, and neither wind nor wave can alarm him. He knows very well, as all who are experienced in such matters do, that the modern steamers of the great Atlantic lines are so carefully constructed and of such strength that the foundering of one of them through stress of weather alone is well nigh inconceivable.

But when a fog descends, then it is that his face and manner change, and he who has been the most sociable and gayest of men suddenly becomes the most anxious and taciturn. His seat at the head of the table is vacant; look for him and you will not find him, as in fair weather, diverting groups of girls tucked up in steamer-chairs on the promenade deck, but pacing the bridge and puffing a cigar which apparently has not been allowed to go out since it was lighted as the big ship backed from her wharf into the North river.

Wherever and whenever it occurs fog is a source of danger from which neither prudence nor skill can guarantee immunity; and whether the ship is slowed down or going at full speed, there is cause for fear while this gray blindness baffles the eyes. With plenty of sea-room the danger is least, and it increases near land, especially where the coast is wild and broken, like that of Ireland and Wales, and where there are many vessels as well as rocks to be passed. * * *

Notwithstanding all the peril from fog and ice, and from the fury of cyclones and hurricanes, the steamers of the transatlantic lines are so staunchly built and so capably handled, that a man is less likely to meet with accidents on board of one of them than he would be in walking the streets of a crowded city. Never before

have so many passengers been carried as are carried now. The ships that were regarded as leviathans fifteen or sixteen years ago are as yachts compared with more recent additions to the various fleets. Scarcely more than ten years have elapsed since sixteen knots was the maximum speed; now it is twenty knots, with the certainty of almost an immediate increase to twenty-one or twenty-two knots. The tonnage has been increased within the same period from a maximum of five thousand to ten thousand five hundred, and while ten years ago two hundred cabin passengers were as many as any steamer could accommodate with a reasonable degree of comfort on one voyage, it is not uncommon now to find over five hundred as the complement of one steamer. When steamers of sixteen and seventeen knots were built, it was said that they were too large and too fast, and that they would surely come to grief, but experience has proved them to be as safe as any. In fact, those who are best qualified to know, declare that the augmentation of speed promotes safety. * *

So keen is the rivalry between the various lines and so much does their success depend on a reputation for safety, that self-interest, in the absence of a higher motive, is sufficient to stimulate them to leave nothing undone in the construction and manning of their vessels, which may in any way be the means of averting disaster. In furtherance of their efforts, the British and American governments unite in giving them the most perfect system of lights, buoys, and fog-signals in the world. When twenty or more miles at sea, the captain may discern the rays of the first light, and as he nears port and enters the channel, there are nearly as many beacons as lamp-posts in a city street.—*Scribner.*

Columbus Relics.

The World's Fair Directory is recommended by its foreign affairs committee to appropriate \$50,000 for the purpose of building at Jackson Park a fac simile of the ancient convent of La Rabida, of Palos, Spain. It is believed that this would be the most appropriate structure possible in which to exhibit the large number of relics of Columbus which is being collected. If the project is carried out, as it seems probable it will be, this building and its contents will doubtless be one of the exhibition attractions which

no visitor will be content to leave without seeing.

It was at the door of the convent of La Rabida that Columbus, disappointed and down-hearted, asked for food and shelter for himself and his child. It was here that he found an asylum for a few years while he developed his plans and prepared the arguments which he submitted to the council at Salamanca. It was in one of the rooms of this convent that he met the Dominican monks in debate, and it was here also that he conferred with Alonzo Pinzo, who afterwards commanded one of the vessels of his fleet. In this convent Columbus lived while he was making preparations for his voyage, and on the morning that he sailed from Palos he attended himself the little chapel. There is no building in the world so closely identified with his discovery as this, and fortunately its architecture is of such a character as to permit of a reproduction at a comparatively small cost, and at the same time furnish a picturesque view and appropriate group among the splendid buildings that will be erected at Jackson Park. It will not only be of itself a monument to Columbus, but it will furnish commodious and convenient show rooms for the collections and relics of Columbus that are to be exhibited. Besides a large collection of maps, manuscripts, books and pictures that are being secured there will be among them public and private collections both from Europe and the United States. Many of the articles being of great value, it is proposed to bring them all together in this building, where they will be secure from fire and all other dangers.

The Lesson of Cincinnati and New Orleans.

Let us ponder these questions, and ask ourselves whether we are prepared to do in other cities what has been done in Cincinnati and New Orleans. Let us ask ourselves if we are prepared to tolerate the evils of misgovernment which we know to exist, and which we refuse to take a hand in correcting, until they so completely destroy our lawful methods of government as to force us to destroy them in turn by the unlawful and barbarous methods of riot and lynching. Shall we sit quietly and slothfully by and allow our boasted civilization to become a failure, and then try to set it right by hanging to

the lamp-posts or shooting like dogs the miserable creatures whom our own negligence or indifference has permitted to get control over us?

These are the real lessons to draw from the New Orleans riot. It may be that our immigration laws are too lax or too poorly enforced; it may be that we ought to exclude more rigorously than we do the swarms of people who come to us from Europe, but our worst evils in government are not due so much to bad immigrants as to native indifference, or connivance, or cowardice, which permits or encourages ignorant or vicious immigrants to be put to base uses for political ends. If we are content to allow our cities to be governed by the least intelligent and least moral elements of their population, we must not complain if they make and administer laws to suit their own tastes; and we must be prepared to face sooner or later, the crisis that will come when the laws cease to give the community the protection upon which its very existence depends. If we are going to do this, and are inclined to depend upon lynching to set us straight when the crisis arrives, it would be wise to have some system of martial law in readiness for use, for that would be at once a more effective and a more civilized method than that of a mob.—*The Century*.

Card of Thanks.

FRANKFORT, Ind., June 14, 1891.

Editor Railway Conductor:

On behalf of the members of Easter Lilly Division, No. 10, Ladies' Auxiliary to the O. R. C., of Frankfort, Ind., I desire to extend to Capital City Division, No. 3, of Columbus, Ohio, our sincere thanks for the most hospitable manner in which we were entertained during our sojourn in their city on attendance at the third annual convention of the Ladies' Auxiliary to the O. R. C. Not only do I wish to thank the members of the Order, but the courteous, kind and polite husbands of the ladies, who worked with such untiring zeal and energy to explain and make us one and all feel that we were truly sisters and bound by a tie of friendship of which we all might well be proud. I also desire to extend thanks to the citizens of Columbus for their generosity, and only trust that we of Frankfort, Ind., may at some future time have an opportunity of reciprocating in the same manner.

Yours in P. F.,

MRS. J. W. WORLEY,
Vice Pres. Easter Lilly Div. No. 10.



LOGANSFORT, Ind., May 31, 1891.

Editor Railway Conductor.

Please allow me a space in the RAILWAY CONDUCTOR to say a few words in honor of the wives of our Order. We think it time their work should have a word of praise by some one of this division. Our correspondent of Logan Division, No. 110, lives at Richmond, so he has not so much interest in the ladies of Logan as we who live here.

Our Division has no auxiliary for the ladies, no president to give orders, no treasury to go to for funds for them, but they never fail in what they undertake.

About a year ago, at the union meeting at this place, the conductors' wives turned out and helped the Auxiliary to the B. of L. E. to decorate the opera house, and arrange the grand display of flowers, of which every railway order had prepared their emblem.

After the meeting the conductors' wives were invited to buy one of the pictures of the flowers, which had been grouped together and photographed. The ladies bought a picture, and a beautiful frame for it, and hung it up in our hall.

Their next work was that of buying us a banner for our Division. This was no small task, but in about two months we were very much surprised to receive a handsomely engraved invitation announcing a grand banquet and presentation of a banner to our Division at the home of Brother J. W. Fairman, corner Fourteenth and High streets, which I must say was a grand success. There were about fifty of the boys and their families present.

The boys were all seated at two long tables together. It was a fine sight to see so many together, and the tables looked so much more tempting than an old lunch basket, of which we had to unload ourselves, as here we had the merry wives to wait on us.

After the repast was over we proceeded to the parlors, where Mrs. Osborne called the meeting to order and presented Brother James Burwick,

who read a portion of Scripture and offered prayer. Hon. M. D. Fansler and Charles Wall were introduced and made some very fitting remarks in behalf of the ladies and presented their banner, to which C. C. Commodore Barnett responded in a few well-chosen words, and expressed to the ladies his heartfelt thanks for their gift, which was a beauty.

On one side was royal purple silk with the colors, red, white and green, with the new design of the order in the centre. On the other side was black silk, with the monogram "O. R. C." It was painted at the banner house in Philadelphia.

After the speech-making was over we were treated to some fine instrumental and vocal music by Prof. Drummond, an accomplished musician from Edinburgh, Scotland, who is here visiting his cousin, Conductor Andy Osborne, and also by Mrs. Anderson, one of Logan's most prominent singers. She was listened to with delight by all, and especially the children, when she sang "The Little Red Caboose Behind the Train."

Prof. Bisbee's whistling band, twenty in number, gave us a grand free serenade. Every member of the band was invited in by the ladies and treated to supper.

The ladies arranged their own program and carried it out with but two of the Brothers knowing their plans.

The expense of the evening would have cost us over \$100, but the ladies will not tell us what it cost them, so we are going to be thankful for this treat and maybe they will have another.

May 30, 1891, once more reminds us that our noble wives remember us while alive and will ever remember our graves when dead by their offerings on Memorial day. I will send you a clipping from the *Logansport Daily Pharos* to publish with this letter, as follows:

"The wives of the railroad conductors who belong to the O. R. C. observed Memorial day by placing a beautiful wreath of flowers with the letters 'O. R. C.' in the center of each on the graves of four deceased Brothers, J. C. Clen-

denen, B. Riddle, W. Driscoll and Wm. Thornton. Also a beautiful bouquet on the graves of Mrs. James Finn and Conductors Geo. Button and Chas. Case."

As my first letter is getting lengthy I will close by expressing the hope that we may hear a few words from our appointed correspondent of Division 110. I remain yours in P. F.,

FREIGHT.

CAMDEN, N. J., June 4, 1891.

Editor Railway Conductor:

I will impose on your good nature and ask for a small space in your valuable paper for the purpose of introducing New Jersey Division No. 9, L. A. to O. R. C. We were instituted March 24, by the Grand President and Grand Secretary Mrs. Ragon and Mrs. Higgins, whom we found to be ladies well qualified to fill the positions in which they are placed. The afternoon was spent in initiating and instructing us, followed by a public installation of officers in the evening. A number of the members of Camden Division No. 170 accepted our invitation and were present, and gave us much encouragement and good advice. We are now in good working order, and hope to be a valuable Auxiliary to the O. R. C. in every sense of the word.

We are greatly indebted to Brother J. P. Ancker for his many kindly acts, not the least of which was to present us with enough printed matter to last us a year.

I had the pleasure of visiting St. Louis during the last grand session of the Grand Division, and was present at the institution of St. Louis Division, No. 11, composed principally of the ladies who showered acts of kindness too numerous to mention on the visiting ladies. The ladies of this vicinity appreciate the recognition given us by your Grand Division, and intend to prove to our noble lords that we are a help rather than a hindrance.

To the members of the Ladies' Auxiliary I would say we meet in the room of Camden Division, O. R. C. hall, Front and Market streets, on the second and fourth Tuesdays of each month.

Hoping that you will find room for this effusion in the Ladies' Department, I remain,

In T. R.,

MRS. L. F.

How to Dye.

Some time since I wrote about my way of dying various articles, and since then I have learned a valuable bit of knowledge in regard to dying black. Last summer an embroidered Swiss dress became fruit stained, and the stains

were not discovered until after it came home from the laundry, and nothing would remove them. I concluded to make an apron out of the unstained portions of the skirt, and was just beginning to rip it up when an idea occurred to me. Why not try some of the new Diamond Fast Black Dye upon it? I purchased three packages of the dye, and closely following the directions my spoiled dress came out a fashionable black embroidered lawn. I also dyed several pairs of light hose, and some cream lisle thread vests, and found the dye worked wonders. I know there are so many who get their white dresses stained or discolored, so I thought it my duty to tell everybody about my dress. Should the dresses or other white goods, become iron rusted, we, the spot with lemon juice and sprinkle with table salt, and lay in the hot sun. It may take several applications to entirely remove the spot, but it is a sure remedy. A strong solution of tartaric or citric acid will do when lemons are not handy. I trust that these hints may be of use to some of the readers.

JEAN HUNT.

Hints for a Studio.

Editor Railway Conductor:

Having made a few additions to my studio, I will tell the ladies about them, with your permission.

□ One is a round frame for a child's head, in water color. It is made of a plain pine frame, painted a delicate tint of blue. A few yards of mocrane cord was gilded with diamond gold paint, and put aside to dry. A wreath of wild roses, in oil, encircles the frame. When dry, the cord was coiled from side to side of the frame and fastened into place by gilt headed tacks. It is a very delicate and pretty frame.

Another pretty and handy article is an easel work basket. The easel is three feet six inches high, and is made of empty spools strung upon wire. Use large spools, No. 20, at the bottom, then 36, 40, 50, 60, 70, 80, and 90. This graduates them nicely. Ten inches from the bottom is a cross piece made from No. 50 spools, and three spools length below the top two No. 90 spools form a cross piece. The back, or leg, of the easel starts from between these two spools, and is made of spools strung on wire. One package of diamond bronze paint was used to gild the easel. A thirteen-inch Japanese round basket was then lined with peacock blue Chinese silk. This was placed between the front legs of the easel and fastened into place with two stout hairpins. These were pressed through the sides of the basket, before it was lined, and twisted around the spools. Tilt the basket forward and pass

around its center, outside the legs, a broad blue ribbon, which tie into a large bow at one side. Tie a large bow of the same ribbon to the top cross piece. The same basket upon bamboo easels cost from \$3 to \$5, and are no prettier. A smaller basket can be fastened to the easel near the top. It must be seen to be appreciated.

A little pedestal, or stand, on which to place a pot of plants was made as follows: Three broom handles, twenty-four inches in length were fastened to an old jelly tin with wire nails. The legs were braced near the bottom by cross pieces made of crooked twigs. The whole was bronzed with diamond bronze, it only taking a little over half a package. The tin top was only painted about two inches back from the center, as the flower pot saucer covered it nearly over. A small blue silk drape was arranged at one side of the top, and the flower pot set into place. The pot had raised acorns and leaves upon it. The background was varnished with shellac, in which was dissolved a little diamond terra cotta dye, and the leaves and acorns were gilded. A hanging basket was painted to match it.

A rose jar was made from a quart stone pot with a cover. It was thickly covered with a mixture of beeswax and rosin, put on while hot, and dug into to make it very rough. The whole was painted blue, the bottom dark and shaded up to very light at the top. When dry the little rough ends were gilded and bronzed. It is very unique.

I am very glad the ladies are taking more interest in this magazine, and the editor is a "dear good little man" to give us so much room to talk about things he don't understand.

Will the lady who wrote about the lunches some time ago please send us her recipe for mince pies and fruit cake?

Yours in P. F.,

JEAN HUNT.

Capitol City Division No. 3.

COLUMBUS, O., June 18, 1891.

Editor Railway Conductor:

I would like to claim some of your valuable space to tell all our sister divisions what a good time we had the week our Grand Division met in our city. It isn't often one sees such an intelligent, good looking lot of ladies in a body, and it speaks well for our "Lady Railroaders." All the delegates were accompanied by some visitor. Banner Division, of Toledo, Ohio, was represented by fifteen or twenty of its members, and we think they all enjoyed themselves, at least we tried to have them

remember their visit to us with pleasure. The convention opened on Tuesday afternoon, 9th, at 2 o'clock, with prayer and singing, and an address of welcome by Brother Wagoner, Secretary of the Railway Y. M. C. A., followed by short speeches from Chief Conductor of Hollingsworth Division No. 100, John Mangan, and from Conductors Morrell, Southard, Walsh, and others, after which the Grand Division opened. I cannot speak officially, but understand quite a lot of business was transacted during the week. Our division entertained at Wells Post Hall on Wednesday evening with a reception and social, which was opened by an address of welcome by the mayor of our city, followed by Mr. Wagoner of the Y. M. C. A. and a regular program, after which refreshments were served. Thursday evening the Ladies' Aid Society of the Railway Y. M. C. A., tendered the delegates and visitors and Division No. 3, a social at their handsome rooms, which was well attended and enjoyed by all. Friday, Governor Campbell sent a complimentary invitation to all the visitors and our division tendering us the freedom of the Ohio penitentiary, which was accepted. All went through in a body, and all very thankful we were privileged to come out without permission from the Governor. On Friday evening it was the pleasure of the writer to entertain the strangers, and the home division and their husbands to the number of fifty or more. On Friday afternoon the convention adjourned to meet in Philadelphia, Pa., next May. I will bring this to a close as I have taken quite a big space now, but you understand a woman will claim the earth if she has any show at all.

MRS. C. W. SOUTHARD, Cor. Sec.

TOLEDO, June 18, 1891.

Editor Railway Conductor:

As Banner Division, No. 6, has not been represented through your columns for some time, I would like to say that such a society exists, and that we are here to stay. We number forty-five members, each one of whom is willing to do all in her power for the best interests of the Division. Financially we are above board. Socially we are a success. The latter fact causes each meeting to be pleasanter than the one before it.

Our delegate, Mrs. McIntyre, in company with several other sisters, will attend the Grand convention at Columbus this week.

Hoping that each year will find us better fitted for the work which lies before us, I will close.

MRS. J. POWERS,
Cor. Sec.



A New Federation.

KANSAS CITY, Mo., May 30, 1891.

Editor Railway Conductor:

The subject of a great many articles in the CONDUCTOR during the past year has been "Federation." It has been enlarged upon by all writers in the columns of the CONDUCTOR, both for and against; system and universal; with part of the different railway organizations and with them all, until one would think there was no possible view of the subject left to speak on. But in spite of the thorough ventilation the subject had in the CONDUCTOR, when we met at St. Louis there was a great deal more said and much valuable time consumed by arguments in favor of federation and none against, until a vote was taken, and it was carried with a whoop and hurrah which left no doubt as to the desires of the large majority of the members present in the Grand Division in that direction. In view of what had been said before we met at St. Louis, I felt well assured as to the result of the vote before it was taken, and while I would like to have said a few words, I kept quiet because I saw the arguments were all for and none against, and it would only consume time for nothing, as I would have been on the same side of the fence, only in a different way. But now if you will allow me a little space in the CONDUCTOR I will endeavor to write on the subject in a light that I have not heard it touched upon by any of its able exponents, and hope there will not be too many criticisms if in my homely way I do not present it in as able a manner as many others could do.

Now that we have agreed that we want to federate, let us consider how to do so properly as an Order, and so as to produce the most good to the conductors who are toiling to support their families. The question arises, will it be necessary to do anything more than to apply to the "Supreme Council" for admission? If we are admitted will that secure for us all we desire? Can the official heads of our Order, as members of the "Council," do all that is required of the Order at large to make federation benefit us in the way it is expected to do?

In answer to all the above questions I will say "No!" In my humble opinion the kind of federation that is needed to make the O. R. C. a grand success must come from another source, and each individual member must do his part.

I am in favor of federation, but the kind I believe to be most necessary, and which should be attended to first, is *federation among ourselves*. We claim to be a secret organization, do we not? Then let us federate in this particular respect, and keep secret all our proceedings. Let each individual member of the Order federate one with another, and not reveal anything pertaining to the Order, to any person who is not lawfully entitled to receive the same. This I consider the first step in the right direction. To illustrate: We all remember that when we met at Denver it was decided to exclude reporters, because we did not want the public to know what we did there. It was done, and what was the result of this precaution? On my way home, and I presume many others had the same experience, I met a good many Brothers who had not been at Denver who could tell me all that we did there. Perhaps you will say that is all right, they ought to know what was done. I admit that, but I also met men who were not, and never had been, conductors, who could tell me all about it, too, and when asked how they found it out would reply that they read the papers. How do the papers find these things out and get them printed so soon? I believe it is generally done by careless Brothers talking where they can be overheard, and we must federate to break that up. In the fall of the same year the B. of L. E. met at Denver, the same city in which we met, and the same papers were published, but what was learned of their proceedings? But little, if anything, more than the names of the officers who were elected. I leave it for you to say which is the best record? If we continue to do as we have in the past, we may almost as well hold all our meetings openly, and invite all to attend who wish. If we do not intend to do that, then federation is surely a necessity, a federation of every member of the Order in a determination to keep secret all matters pertaining to the Order.

BALTIMORE, Md., May, 26, 1891.

Editor Railway Conductor:

Again I crave the privilege of addressing the Order to let them know something more about Collins Division, No. 5. We certainly have a splendid division and the boys take a deep interest in doing all they can for the good of the Division and the Order in general. We have a few members who do not attend the meetings, and I know they can attend once in a while, and if they were to attend a few meetings, and see what a pleasant time we have, and the brotherly feeling that exists in the Division room, I am satisfied they would be willing to sacrifice other pleasures and attend their Division meetings more promptly. I hope they will see the error of their way and do better in the future. I am proud we have no Brothers whom we hear kicking outside of the Division room. What little kicking we have to do we do it at the proper place. I am confident you could not find a better set of men than we have in Collins Division, No. 5. Our boys are striving to make No. 5 the banner division of the Order, but as this is a secret among the boys, I will say no more about it. We are initiating three and four new members at every meeting, and still have more good material to work on. We are kept so busy with this good work that we seldom leave the hall before 12 or 1 o'clock a. m., and we start promptly at 8 p. m.; but the boys never get tired in well doing.

Your Brother in P. F.

L.

June 1, 1861:

Editor Railway Conductor:

Our lives would be much happier, as well as useful and meritorious, if we were always careful to avoid,

The incessant round of idle pleasures which make life so—M T.

That undisciplined spirit carries everything to—X S.

Fixing our hearts upon aught that can know—D K.

Looking upon the possessions of others with—N V.

Exulting over a fallen—N M E.

Shirking all the difficult duties of our state and fulfilling only those that are—E Z.

A haughty, repellent manner which may be alphabetically described as—I C.

Encumbering our souls with faults which we shall either here or hereafter be required to—X P V III.

That pride which leads to refuse a work in which we are not sure we shall X L.

That porcupine susceptibility which is irritated at—O.

Discussing topics that cause the string of social life to—V R.

Thinking that acquaintances have no good qualities, because at first sight we don't—C N E.

Being gloomy sometimes as though life were an—L E G.

If any of the Brothers cannot make out all these maxims I confess I cannot—J W W., C. C., Div. 201.

FORT WORTH, Texas, June 5, 1891.

Editor Railway Conductor:

I desire to express through the CONDUCTOR, in behalf of the conductors of Texas, our sincere thanks for the many courtesies extended to us on our excursion through Texas. First, to the Missouri Pacific railway officials, secondly, to the M. K. & T. railway officials, and the grand way in which the engineer of the M. K. & T. handled the train on the entire trip between Denison and Taylor; and too much praise can not be said, or thanks extended to the M. M. at Denison, and Superintendent Maxwell, for the artistic way in which they had the engine decorated; and last, but not least, of the watchful care of Conductor Scanlon, who ran the train from Denison to Taylor. Third, of the quick time and good run made by the I. G. N. people. Fourth, to the Southern Pacific boys for their many acts of courtesy. Fifth, to the G. C. & S. F. boys for their thoughtfulness in providing refreshments at such an opportune moment. Sixth, to the I. & G. N. receivers for their many courtesies, and especially to the boys of Palestine, for their kindly remembrance of the baggage car. Seventh, I do not know how to formulate language to express our thanks personally to L. S. Thorne, superintendent of transportation of the T. & P. railway, and L. Trice, division superintendent, eastern division; J. B. Paul, division superintendent, Rio Grande division; B. W. McCollough, general passenger and ticket agent, and Traveling Passenger Agent Fegan, all of the Texas Pacific, and to W. A. Tuley, traveling passenger agent of the G. C. & S. F., for their many acts of courtesy in entertaining us at Dallas, and for hospitalities in the way of transportation. And let me mention that the T. & P. engine, No. 204, Engineer Zack Garrett, and Conductor James Connors, had the prettiest decorated engine, and made the fastest run on the entire trip, the decorations being superintended by Master Mechanic M. W. Elliott and Traveling Engineer L. T. Dempsey, of Marshall, and Conductor James Connors, of Texarkana. Thanks, to you, boys, of Division 59,

We also need federation in another direction. There is too much strife and contention among our Brothers, and we are too apt to say the east is favored more than the west, or that the south derives more benefits from the Order than the north, and the same things are said a great many times even in adjoining states. We should not lose sight of the fact that we are all *brothers*, bound to each other by ties which should not be broken, and until we federate in this respect, and act in unison in all matters, regardless of whether we are north, south, east or west, in Canada or Mexico, no other federation will bring us any thing like the prosperity which will result from a federation of this kind.

There are other things I could mention where I think it is essentially necessary for us to federate, but as I am fearful I will be so lengthy in my remarks that there will not be room for me, I will close with an earnest appeal to each and every Brother of the Order to give this kind of federation more attention than ever before, and if these lines, imperfect as they are, and as poorly as the subject has been treated, will be the cause of the Brothers making an effort to federate among ourselves in the things when it is necessary to do so, or if it shall cause anyone who is more able to do the subject justice, to call attention to the necessity of such a federation, then I shall feel that my effort has not been in vain.

Truly yours in P. F.,

J. W. WAYLAND.

Barney is Dead.

These were the words which were whispered with sorrow and with tears by hundreds of the conductor's friends in the city of Burlington, Iowa, last Saturday, and as the sad message was wired from the city to villages along the main line of the C. B. & Q. road, stout hearts gave way to silent grief, and tears flowed freely from the eyes of all those who knew him but to love him.

Barney's life had been despaired of several times during the past few weeks, and at last he succumbed to the Grand Chief Conductor of the universe between the early hours of five and six on last Saturday morning, and the whold-souled, happy-hearted conductor passed "that bourne from whence no traveler returns."

Anxious hearts with fond devotion
Watched him sailing to the ocean,
Prayed that never wild commotion
'Mid the elements might rise.
Swiftly down the stream he glided,
Soft the purple wave divided,
And a rainbow arch divided
On the canvass snowy fold.

The writer has known Barney from early boyhood, and too much cannot be said in praise of his life and character. He has been a highly respected citizen of Burlington, where he resided the greater portion of his life, loved and honored by all. For upwards of twenty years he has been employed on the Iowa division of the C. B. & Q. road, where, by his honesty and integrity, he gained the entire confidence of the officials, and the love and respect of all his associates, and with these virtues he has secured a passage into a brighter and happier abode. He is at rest now, this kind-hearted, hospitable and charitable conductor, who began his career at the bottom of the ladder, and has now reached the highest round attainable. His smiling countenance and hearty good will, will be sadly missed from among us all. Barney is gone, but not forgotten; his memory will be preserved fresh and green in the minds and hearts of old associates and friends, with whom his daily duties brought him in close connection. As long as life shall last—

His last long run is over;
The watchword is "on time,"
And loud they sing his praises
All along the line.

We bury him to-day,
Midst tears and blooming flowers;
Who knows but on the morrow
It may be one of ours.

Just when his train is coming
Our time cards do not tell,
But He will shout the "All Aboard!,"
Who doeth all things well.

CLARA B. ROUSE.

A Bear Incident.

During the progress of the dance a most pleasing diversion was given. Dr. J. H. Leslie made his appearance in the ball room leading a cute little cub bear. The doctor singled out Mr. Wm. P. Daniels, of Cedar Rapids, Ia., brought him to the center of the floor, and in a few neat words presented little bruin to him. Dr. Leslie expressed the delight and appreciation of the people of Hot Springs upon having the excursionists with us. Mr. Daniels replied in an eloquent manner, returning hearty thanks to the city, particularly to Mayor Loughran and Dr. Leslie, for the cordial reception accorded the party. He spoke in a pleasant vein of the trials of the conductor, and concluded by saying that henceforth they would be better able to "bear" all their tribulations.—*Hot Springs Graphic.*

that dinner at Texarkana "was out of sight." And especially we extend to Dr. Leslie, of Hot Springs, our thanks for his kind hospitality in showing us the "Cremerie" and the bear, and would venture to say that he knows how to treat you, boys, when you visit Hot Springs from any portion of the globe. I heard often repeated by some of our Brothers who never were south before, that the latch string of hospitality was on the outside of every southern home to all our worthy friends, and that truly the "wah" was over, notwithstanding the *Globe-Democrat* to the contrary. Hoping we will all again meet in 1893, and that we all can say none have passed over in charge of the G. C. C. of our immortal souls, but should any be missing we hope they may not be sidetracked.

Yours in P. F.,

R. M. HIGGS,

Div. 57, of Texas.

A Switchman's Opinion.

DES MOINES, Ia., June 20, 1891.

Editor Railway Conductor:

I have read with great interest your views in regard to the Northwestern trouble, as expressed in the current No. of THE CONDUCTOR.

You admit you are ignorant of the particulars, and have only seen one statement of the parties interested, and that the switchmen's. Yet, true to the instincts that have always characterized the O. R. C., and notwithstanding your Order has been sailing for the past year under the banner of protection, you condemn the switchmen and take sides with the B. of R. T., and applaud them for taking the places of the switchmen, who were discharged with the understanding that the Trainmen would do the dirty work. The O. R. C. have so long been engaged in doing just such work, you can see nothing dishonorable in it.

You say the *Journal* is mistaken in the assertion that the B. of R. T. has begun a war of extermination against the S. M. A. A. and O. R. C., and cite the fact that you have not heard of any such war being waged on the orders. My dear CONDUCTOR, the reason you have not heard of such a war is very simple. It takes time to prepare for a move of this kind, and the officers of the B. of R. T. are just getting in shape to carry it on, and the first opportunity that offered was the switchmen on the C. & N. W. to give them a chance to open the campaign. The writer knows that Grand Master Wilkinson has boasted that in five years there would be only three railway organizations, Trainmen, Engineers and Firemen, and he is steadily working with that end in view, and the first chance they have at the Order,

no doubt but Wilkinson will commence then and there to carry out his idea, and continue it to the bitter end, all of which will be greatly enjoyed by the railway corporations.

Admitting, Brother CONDUCTOR, that the Northwestern switchmen in the night yard at Chicago, were wrong in striking, (not, as you say, on account of the discharge of Crowe, but on account of Superintendent Miller not keeping his appointment) granting the boys broke their own laws, and should have been punished for it, is that any reason that the Grand Master of the B. of R. T. should make a compact with the Northwestern officials to discharge all the switchmen in the service of the company, and he would supply members of the Trainmen to fill their places, discharging faithful, honest, capable men who had given the best years of their lives in the service of the Northwestern, and never had, or would, cause them a moment's trouble? Do you think this a brotherly act? If it had been conductors would you have looked at it as you do? Do you think that federation can successfully fight the battles of railway employés if such underhand business is carried on? I think not.

You say: "It is not a fight carried on against the switchmen's organization by the Northwestern company, as a large number could have immediately been re-employed if they had wished." In making this statement you prove you were right in pleading ignorance of the particulars, and are again mistaken. All the switchmen discharged, with few exceptions, applied for work. Not a single member of the S. M. A. A. was given work. The men taken back in the service were B. of R. T., O. R. C. and non-union men—anything but an "S." man.

Who is it that has always stood up for right and justice? The switchmen! Whenever a railway organization gets into trouble, are getting the worst of it, and wants backing to help them out, who is it they always apply to for this help, that is so freely given? The switchmen! They are the boys then. With the exception of the firemen, who is it that have never scabbed, never took a brother worker's situation, and have always dealt square, honest and above board with everybody? The switchmen!

In conclusion, Brother CONDUCTOR, if you want to get an unbiased opinion of S. E. Wilkinson's attempt to wreck the grandest labor organization under the sun, the United Order of Railway Employés, to accomplish his own selfish ends, get a copy of the *Firemen's Magazine* and see what E. V. Debs says about it.

Fraternally yours,

R. M. SHACKELFORD.

LAS VEGAS, N. M., June 8, 1891.

Editor Railway Conductor:

The following item appeared in the *Railway Service Gazette* of May 28, 1891:

The charge has often been made by members of the O. R. C. that many members of the B. R. C. had never been conductors, and that in case of a consolidation of the two organizations, these incompetent men would have to be thrown aside. We deny the charge, and insist that the make up of the B. R. C. is as good as that of any other organization in the country, and challenge our accusers to name an incompetent conductor in the membership of our brotherhood, and that there may be no mistake, but a thorough understanding, we want all to know that if a consolidation of the B. R. C. and O. R. C. is ever earnestly considered, it will be found that the B. R. C. will insist on the O. R. C. firing out the horde of scabs which it yet has in its ranks, before any consolidation can be even thought of, and these scabs can never be hid nor covered up, nor condoned through, or by any charge of incompetency or otherwise.

It is not thought in some parts of the world that the charge would be hard to sustain. Take Division 36, at Mattoon, Ill., for instance. And it would not be hard to name plenty of incompetent conductors in the B. R. C.

Now, I am only a brakeman, who never ran a train, and probably never will. I am also a member of the B. R. T. I think you people ought to consolidate, and compromise liberally toward each other.

As for this continual scab talk, it is not much credit to the B. R. C. Many of the members comprising the B. R. C., when it first took the road in California, scabbed, quite a few on the California Southern, during our little strike in October, 1888. One of them has been strutting around with a B. R. C. pin he could step on, and was quite prominent in rushing hither and thither soliciting men to scab. He is now seeking a job. The *Gazette* can have names if it wants them.

At Nickerson, Kas., Mr. Martin organized a Division of the B. R. C. The secretary has never been able to handle a train at all, and one of the minor officers scabbed on us during the engineer's and firemen's three-day strike on the Santa Fé. During the C. B. & Q. trouble, I was firing then at Emporia, and went out with the B. L. F. And again, what is sauce for one goose is sometimes good sauce for another goose. Last fall myself and another B. R. T. man went to Los Angeles on a lay off, and concluded to pay our respects to our baby sister at Elk's Hall. There was trouble that day in the California Southern yard. The G. Y. M. had been discharged, and a union switchman, and friend of ours, Frank Bromley, who had been at times for several years G. Y. M., temporarily [and satisfactorily, was

entitled to the yard, but a B. R. C. man, named Bachman, had been appointed from elsewhere. This caused trouble. As we came out of the Elk's Hall into the hallway, there came floating to our ears something like the following, and which we soon discovered to be the voice of Mr. D. J. Carr, the B. R. C. G. S. and T.:

"If Joe Bachman wants that yard, and then the switchmen strike, and there is trouble, you bet our people will hop right into that yard and help him out, and those fly union men will get — proper."

Then a voice replied:

"Mr. Carr, if you say that is the kind of an order this is, I will go out of your office and never come in it again,"

"Well," replied Carr, "they will do it just the same, by G—."

Then there was boisterous laughing from others, and we concluded not to pay our respects.

The Southern California Company did not see fit to have trouble, and let the B. R. C. scab for their brother, and gave the yard to Bromley.

I don't know as this is any business of a B. R. T. man, but sometimes we get a bellyful of being spectators of a foolish hair-pulling affray, and feel like "taking a hand," particularly when we know Mr. Howard made some vindictive talk at Toledo, not long since, about our Grand Officers at Galesburg "hobnobbing with O. R. C., and going around arm-in-arm with Ed. Clark. 'Spouse they did? We love those people at Toledo since they cast their vote against us on the Northwestern, and with the men they were going to "scab" on in Los Angeles, to say nothing of the hoggish manner their laws try to deplete our ranks. "Good people musn't throw stones." When they say "scab" to you, Mr. Editor, just say "scab yourself" right back at them.

FRANK JOHNSON.

ALBUQUERKE, N. M., June 1, 1891.

Editor Railway Conductor:

DEAR SIR:—Noting correction, your issue May 1, many thanks. As to late controversy, can only say I denounced vigorously the precedent established by the Toledo convention, B. of R. C., declining any connection with said association.

It was a marked departure from the original platform adopted at its inception, and the extremely, superior, aristocratic, high-toned, strictly experienced, first-class conductors only. a first-class association, first-class pay, etc., characteristics thereof, and of which platform Mr. Howard was a very ardent supporter.

I was, perhaps, more forcible than courteous.

That, however, is B. R. C. doctrine. No apologies extended, none desired. There is not a single conductor on 815 miles of Atlantic & Pacific railroad who endorses the Toledo precedent.

While Mr. Howard sat in comfort in his office chair in Toledo, representing "ye writer" as a very high-toned, ect., individual conductor, and scratching up "Helen Damnation" for the latter, the very aristocratic Arizonian donned his overalls, went after his engine; shoveled coal down for the fireman, and grasped the icy brake-wheel on the shady side of a 140-foot grade, 28 degrees below zero, almost crawling from car to car in the San Francisco mountains above the clouds. Yet this "Arizona hobo, insect," etc., etc., has not wavered in fidelity to the conductors' best interests—the protection of the ex-conductor as well as the running conductor, and stands in open, plain, undisguised condemnation of any law that places the name and emblems of "Conductor" on any person, or persons, until he is capable of seeking employment "*as a conductor.*"

No association is strictly representative of a distinct branch of service whose laws permit a departure from this rule, and the passionate assertions, with any grand officer's ear-marks, cast publicly at any individual member, will never make it otherwise, but will condemn such official to the clear, cool judgment of his Order, as a labor leader.

I am not a person who folds his arms quietly until convention, and plays "clam" on a question of importance, for fear some one may not like it. If a thing is worth attention at all, it is worth vigorous attention.

I remember once, when a member of an amateur brass band, thumping along timidly, the leader said to me, "Young man, I want to hear your horn; blow it out, sir; express your sentiments; nobody need like your music if they don't want to; you may not hit it just right, but its all right when you mean well, and after while you will get it right."

Gentlemen, there is a periodical published by the famous Dr. Booth, at Needles, Cal., that meets the eye regularly with the admonition, "He who hath a horn, let him blow." Conductors, blow your horn. I am obeying the injunction of that never-forgotten band teacher, and I wish to add, *no one is blowing my horn for me.* I reserve that part to myself. I find it a good rule, together with "take a safe side in case of doubt."

Very respectfully,

R. S. WERTS.

NEWTON, June 8, 1891.

Editor Railway Conductor:

DEAR SIR AND BROTHER.—Now that Delegate Brother Baxter has returned and made his report to Division No. 11, I will try to say a few words. All are highly pleased with the proceedings of the St. Louis convention. We feel rejoiced to know our leader is on the way to victory. The Brothers here in No. 11 have reasons to rejoice in another direction. The members reading THE CONDUCTOR will remember, a few months past, a piece headed, "A Mistake." I often think of that piece, and how often true and fully demonstrated on many of our leading roads. But while some roads are making mistakes, we rejoice in finding the A. T. & S. F. system determined to make no mistakes in that direction. First, we find in the promotion of Brother G. F. Hawks, from freight conductor to train master on the Pan Handle division of the Santa Fé, a perfect success. We find he saved in each year he has been in office about fifty thousand dollars per year. This saving is in the transportation department, on account of not having collisions. We call this saving a dividend, as two years previous to his administration the cost of collisions was much in excess of our figures. We remember one costing not less than \$75,000, and this was on account of poor management in the train master's office.

We rejoice in the promotion of our kind and noble-hearted Superintendent, H. R. Nickerson, to the position of General Superintendent of the Santa Fé system. He has served as agent, brakeman, conductor, division superintendent, etc.

Our station agent, G. J. Hartman, has been promoted to Division Superintendent. He gives perfect satisfaction to all concerned. While the Brothers in Colorado live up to the laws of the Order, they will ever find Superintendent Hartman by their side. Do your duty as men, and you will ever find your superintendent shoulder to shoulder with you in all trials in train service.

Brother E. A. Baty is Train Master at La Junta. We feel that at least one more division of the Santa Fé will glide along, and when the year rolls around the dividend will show up again.

Brother T. H. Sears, now General Yard Master at Albuquerque, was promoted from a passenger train on the southern division to his present position this spring.

These positions have all been filled by Newton friends and Brothers. The reader may know we feel grateful, and hope the management will come again. There is plenty more good material left in Division No. 11.

We miss our ever true friend and Brother, G. W. Thornburg. We miss you and your amiable wife in society, but we must not wish you back, you being transferred to Denver. We will recommend you to all whom you may meet, and may your path be the most pleasant. It is useless for me to try to pen the warm feelings left behind.

In Newton, before leaving us, E. A. Baty was presented by the yard men working under him with a fine silver set of the latest pattern, and very beautiful, as a token of the esteem of his fellow-workers.

About thirty-five friends met at Brother Baty's home, where was found a fine spread. The table was laden with the best of eatables, and with wine. The toast, "We Part with a Friend," was responded to by our popular station agent, Mr. Sharp, in a very appropriate manner. Next, "We Part with a Mason," was responded to by Mr. Hasington, coal dealer. "We Part with a Citizen," was responded to by Dr. McKee. The response in each toast showed the feelings of friends, Masons and citizens. In all we had a very pleasant evening, bidding Brother Baty good-bye and God-speed.

We see no reason why the A. T. Company should not prosper and pass over the many trials in perfect safety with its noble band of officials taken from its ranks.

The best wishes from No. 11 go with all, and may they ever prove the friend to the company employing them that they have been to friends left behind.

Yours in P. F.,
CORRESPONDENT.

CENTRALIA, Ill., June 17, 1891.

Editor Railway Conductor:

DEAR SIR AND BROTHER.—Centralia Division 112, so far as I know, has never written a communication to THE CONDUCTOR, so I thought I would write and let you know what has transpired during a short time past.

It is always a pleasure for me, and other members of the Order in this place, to read THE CONDUCTOR, particularly the communications from other members.

Although I am not supposed to be the correspondent of this Division, however, if it is not out of the usual line of doing business, you may accept of this or not, there is no harm done.

Centralia Division 112 is in a flourishing condition. We have lots of good members, and plenty of good material to work on. Our regular meetings are the first and third Sundays, but on account of having lots of work we endeavor to meet every Sunday.

W. McClarken, one of our ablest through freight conductors, had a head end collision while going south with a heavy coal train, with a strawberry train, generally known on the I. C. as the fruit train. Brother Mc failed to wind his watch the evening before, consequently at the time of the accident his watch was twenty-five minutes slow, which would have given him plenty of time to have made the point to which he intended to go for the fruit train. The engineer, who is a fine boy, just forgot there was such a train running. Fortunately the boys got off without injury. I wish to state further in regard to Brother McClarken, that the Brother is now in search of employment. Should any Brother need him, or can say, or in any way do him good in helping him to a situation, I can truthfully speak, and the sentiments of every man between Centralia and Cairo, that a better freight conductor never ran a train. He is sober, industrious, and attentive to business. So do him all the good you can.

Quite a number of accidents have occurred of late not worth mentioning.

Our train master, J. W. Higgins, an old-time conductor of the Chicago section, I am very sorry to state, is sick in Chicago. Some fear he will not recover. Mr. Higgins understands his business, and is generally well liked. A man that goes along and attends to the company's business is O. K. Those who do not, get jacked up pretty regular, just what they deserve. Of course they naturally feel a little hard. During Mr. Higgins' absence Brother R. H. Dwyer is filling his place. Conductor Dwyer is a gentleman in every way and the boys will fare well under him, and the boys will do the right thing by him.

Very respectfully,
W. DEVENY.

OGDEN, Utah, May 16, 1891.

Editor Railway Conductor:

Some time since Wasatch Division, No 124, was presented with a very fine altar spread, or covering, the gift of Brother J. B. Merrick and wife.

Wasatch Division in accepting this fine gift, does so with not only many thanks to Brother and Sister Merrick, but with the assurance that at any and all meetings it shall be spread upon our altar bearing our book of law, which is the Holy Bible, and carefully preserved as a memento of their kindness, and many thanks to Brother Merrick and wife.

J. S. MCCAULLY, }
G. W. MCINTOSH, } Com.
A. WHITE, }

No. 173 Heard From.

CHADRON, Neb., June 28, 1891.

Editor Railway Conductor:

The O. R. C., of Chadron, Neb., known as Long Pine Division, No. 173, are determined not to be outdone. On the 25th of June they came forward again with another of their grand social events, the brightest ever given in Chadron. None know better than our conductors how to please the public, or how to insure a success. When the announcement is given that the O. R. C. will give their annual ball you will see everybody's face wreathed in smiles over the coming event. It is an assurance of a happy time.

At 8:30 p. m. the hall, which was handsomely decorated, began to fill with gay dancers. Over the main entrance was a steaming passenger train pulling into the station. At the left of the hall, and over the music stand, was a mottoe—

WELCOME: O. R. C.

besides a profusion of evergreen, which was tastefully arranged about the walls. The music was of the finest order, and furnished by Hovey's orchestra, of Norfolk.

By 9:30 the dance was well on. One of the noticeable features was the handsome and well-arranged program.

Among those present were Superintendent Harris and wife, who came out to enjoy the evening with his men. Mr. Dana McNeil, chief dispatcher, and wife, were also present. Dana did his part well as chairman of the floor committee, and added much to the success of the evening. Among the ladies present were Miss Jennie Clark, dressed in a very handsome white mull, hand painted panels and sash, with diamond necklace, drops and brooch. Mrs. Dana McNeil wore a suit of pink silk, with elegant satin front and trimmings of white bugles, with diamonds. Miss Martha Putman was elegantly attired in a pure white China silk, with natural flowers. Mrs. John Sammons wore a pea green satin, with diamonds. Miss Anna Wright wore lavender surrah silk, with a large corsage of George Washington roses. Mrs. Max. Lowenthal was elegantly attired in black lace. There were many other elegantly attired ladies whom we have not space to mention.

At 11:30 supper was announced at the Chadron hotel, where over a hundred participated. On entering the dining room one could plainly see that the genial landlord, Mr. O'Hanlen, had spared no pains to make it a success. The first thing that met one's view was the words "Welcome, O. R. C.," beautifully wreathed in red and white roses. At either end of the well-lighted

room was "O. R. C." in running cedar, which was brought from the Black Hills. The first fruit of the season graced the elaborately filled tables in abundance.

Everybody came away smiling and happy, declaring it an elegantly served supper that would do justice to any hotel.

Conductors Wright, Flanders and Benson did their part well as committee on arrangements.

Seats had been reserved for the visiting friends, and they, too, enjoyed the evening as fully as did the participants in the dance.

The smiling and genial faces of John Sammons, J. B. Leader, J. W. Finnegan and others who received the strangers at the door helped to insure the success of the evening.

Nothing was left undone to make everybody happy. All declare it the event of the season.

O. M. L.

Federation Again.

SALT LAKE CITY, Utah, May 23, 1891.

Editor Railway Conductor:

The writer hereof claims your kind indulgence in the matter of space in order that we may present to the railway employes of the country a topic for discussion and public action in the near future. The question which so nearly concerns the railway employes of to-day is unmistakably the one of "Federation."

Do I hear some one say, "Why, that is practically settled? Four of the orders are already federated, and the balance seriously contemplate making application to the Supreme Council for admission."

But is it practically settled? I answer no! and I furthermore wish to go on record right here and now as saying emphatically and unreservedly that none save "System Federation" will meet with the requirements and unanimous approval of all the different organizations and their members. My belief in system federation is even more steadfast than before the birth and life of the Supreme Council—strengthened by past developments, which have been made manifest to all alike. Ere going further, I wish to clearly define my position on one or two points:

First. I have the honor to be personally acquainted with the majority of the gentlemen composing the Supreme Council, and deem them in every way worthy of the great trust reposed in them. The Supreme Council is composed of men who are upright, honest, and of rare intellectual capacity. This statement, on the writer's part, is not vouchsafed in the way of praise, nor is it intended to awaken a now dim acquaintance in favor of one in our humble station—far from it.

The sole object of the same is in anticipation of any attempted refutation of our aims, object, and sincerity of purpose, *i. e.*, the greatest good to the greatest possible number.

This is an age of combinations and trusts, as well as of progress and wisdom, with the former seeking to gain supremacy over the latter, where confined exclusively to the rank and file of the laboring masses. Are there any so blinded to the real issues as to fancy for one brief moment that the federation of capitalists has not redounded largely to their benefit? By means of trusts, monopolies and combinations, is not the wealth of the country flowing into the hands of a few men? Does not observation, philosophy, and daily current events all go to prove the truth of this assertion? Then, if federation has enabled capital to reap such a harvest of profitable returns, it must apply equally well to labor!

Federation is a practical question, and if embodied in its laws are to be found vigilance, prudence, and discretion, it needs no astrologer to map out for it a successful and lasting reign of prosperity and good.

Federation, as now perfected, has been prolific of much good—it has proved conclusively that in "union there is strength," and it is also proven that in the event of rendering decisions which do not meet with the unqualified approval of all the organizations comprising the federation, the Supreme Council makes itself a target for unfavorable comment, to the extent of the possible disruption of the same. Who shall say to the contrary? Recent events on the Chicago & Northwestern will all go to bear out this assertion, no odds how conscientious and loyal may have been the vote recorded by each and all of the Supreme Council.

Error in the past should but enable us to build more securely for the future. The vantage ground we now possess must not only be held, but new territory acquired with all its attendant blessings in our favor. How best may we accomplish this? Discuss it fairly and impartially in all your various lodge and division rooms, and I am frank to say that in the outcome you will vote in favor of system federation in all that the term implies. What is more natural than to suppose a board composed of the employés on any one of our great systems is fully competent to judge in the matter of grievances? What grand officer will stand forth boldly and proclaim that he has a clearer conception of all the attending facts in a question of "differences" between officials and employés, than has a joint board of men elected from the different organizations on the line or system? If there are any, let him speak!

Among the great number of able writers on labor topics, if there are any who see their way clear to negative our views on this point, they should not be slow to spread open their line of argument to the public gaze. The writer, for one, has no prejudices or opinions that are not open to correction in the fullest sense. Do I advocate an abolishment of the Supreme Council? By no means! With system federation perfected throughout the network of railways traversing the country, the existence of a Supreme Council would be fully as necessary, or more so, than it is at the present time. In that event the members of the Council would remain quietly at home attending to the duties of their respective organizations until some time as would be necessary for them to aid any one system by bringing to its relief every other system in the country, should such action ever become necessary. But we believe that would never come to pass. Federation precludes even the remotest possibility of any such action.

A further extension of space in *THE CONDUCTOR* will enable us to briefly outline our as yet crude idea of system federation, and whilst others are competent to improve upon it, doubtless ours will answer for initial action in the way of discussion. *etc., etc.*

I would suggest that on each system, or district, there be elected a committee of three members from each of the federated bodies, their tenure of office to be for one year; this "board of adjustment" to elect from its members a president and other necessary officers. The president of said board is empowered to convene the "board of adjustment" when local rules and proper occasion require, and then discuss any and all grievances fairly and impartially. As federation now stands, a *three-fourths* vote is required to decide in all cases, and in the event of possible annexations, the vote to be in like ratio.

Who will say that twelve of the most intelligent, calm and conservative men on each system are not fully competent to either report a grievance as unworthy of further procedure, or meet the management and there prove the justness of the claims, as set forth, and to the entire satisfaction of all concerned? Whilst war is one of the things of the past, yet if there should be no alternative, I say let this local board have the power to declare it, and the Supreme Council can look on complacently, with little fear of the result; and should any dissatisfaction result through the action of the members of any one of the different organizations, the members of the Supreme Council would not have to answer for it. It would be a purely local affair, and not a national

one, threatening the annihilation of our work and the dearest hopes in the way of federated labor.

Ere concluding I wish to say that I believe system federation has for itself a rich, roseate future, and the time is not far distant when our words will be verified. I hope the grand officers of the different organizations will look upon system federation as a relief to them, as well as a benefit to railway employes at large.

Yours respectfully,

JOHN BROWN.

ATLANTA, Ga., June 5, 1891.

Editor Railway Conductor:

I wish to call the attention of my friends, who are members of the O. R. C., to a gross calumny, which was published in your journal, signed "Sad but True."

This gentleman, who seeks under an assumed name, to injure me, has made one statement that I wish to deny. He states that I was discharged from the service of the Mexican National Railroad for habitual drunkenness. I will state that I was never discharged from any position in my life, and would call this gentleman's attention to the following copy of my clearance, the original of which I send to the editor of this journal to prove its genuineness:

SAN LOUIS POTOSI, NOV. 1, 1890,

To Whom Concerned:

Mr. George T. Brown was employed by this company from February, 1889, to February, 1890, as yardmaster at San Louis Potosi; from February, 1890, to October, 1890, as freight conductor. He left the service of his own accord.

J. L. WILLIAMS,

Train Master.

Approved:

THOS. MILAM,

Supt.

And this gentleman further intimates that I was responsible for the Obregon wreck, in which the engineer and brakeman lost their lives. I have in my trunk to this day the water stained message sent me by dictation of Thos. Milam, ordering me to go on and not to tie up for the night, as the engineer, brakeman, fireman and myself wished to do, and asked for permission to do.

To secure themselves there was needed a scapegoat, and now they are very anxious to fix the blame on me. But I only hope that each of their consciences are as clear as mine, for when the secrets of all hearts shall be unveiled, I will not flinch to meet the souls of those who lost their lives on that night. They will not stand in judgment against me.

The biographical part of the gentleman's letter explains why it was written. I am fully satisfied that the superintendent ordered one of his hirelings to make this attack on me, but as the Alabama gentleman remarked when kicked by a certain animal noted for the length of his ears, I consider the source.

Thanking you, Mr. Editor, for your kindness in allowing me this opportunity of refuting this slander, I will henceforth and forever drop this subject.

Respectfully,

GEO. T. BROWN.

CHARLESTON, S. C., June 22, 1891.

Editor Railway Conductor:

I read with pleasure the very amusing communication signed "Colonel Blood," more especially the part of it where he refers to the days of the "plug hat" and the \$1,000 collections, and the old conductors.

Now, Mr. Editor, I do not think the "Colonel" does us justice. I can, of course, only speak of the section I belong to, as there are a great many of that class here, and did we belong to the western section of this great country, we would be termed "Hustlers." Now, sir, I belong to that old class, although I never wore a plug hat, but if \$1,000 collections, and being an old conductor, is a crime, then I must say that we have right here a great many criminals in the eyes of the "Colonel," and I think the "Colonel" has drawn a little on his imagination when he speaks of 150 different kinds of tickets. We have as many as the average railroad, and handle them as quickly and as correctly as the "Colonel" would. I suppose I have a right to class myself as an old conductor, having thirty-four years experience, or belonging to the plug hat set; and in speaking of myself, please allow me to include several others, all belonging to the same road, one of whom has been here thirty-seven years, another thirty, and three who have been in the service for twenty-five years. Not a bad record, "Colonel," and for your information I would say that we run first in first out, local and through. We all take our turn at the wheel, regardless of age, making within a fraction of six thousand miles per month, and the old plugs have a record as good as the young ones. And again, "Colonel," while our collections used to be away up in the thousands, none of us have amassed a "comfortable fortune." "Evil to him who evil thinks." We are, "Colonel," staying here because we cannot live without work, and if the "Colonel" has ever run a train any length of time he ought to know that an old conductor is

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totally unfit for any other business, and that is why we old conductors stick.

I know you will be delighted when I agree with you that the old conductor delights to speak of his long service, especially where that service has been spent on the same road on which he commenced his railroad career. I certainly can see nothing to be ashamed of. And again, "Colonel," there is not a single one of us that would come under your \$45 head. The "Colonel" still piles it on by saying that which is not true, (I do not use this word offensively) that he, (the old conductor) has nothing in common with the other conductors. There never has been a single move made in our section, where old conductors are numerous, that they did not take the lead, and not less than forty young conductors will bear me out.

Now, "Colonel," in conclusion, let me say I think you have been a little severe on my class, who have nothing but the kindest wishes for the younger ones, and as for getting communications from headquarters, our officers "tote" fair. Old and young get it alike. We are in the same boat with the boys, and if we did not hold down our end equal with the young ones, to use a slang phrase, we would be "in the soup," and when I am not able to run a train, "Colonel," and handle it as quickly and as correctly as the young set, I expect my officers to make me stand aside.

And now, Mr. Editor, I hope the "Colonel" will allow us to finish out our time without making faces at us.

S. C. G.

KNOXVILLE, May 25, 1891.

Editor Railway Conductor:

DEAR SIR AND BRO:—Please give us your opinion on the following train orders, and insert in THE CONDUCTOR so that the boys can have a say. The rules governing are standard time convention rules, telegraph stations, A, B, C and D. odd numbered trains have right of track according to time card. order No. 1, to C. & E. train No. 24 at A:

No. 24 has right track against No. 23 to D.

On arriving at B the following order is put up: Order No. 2. To C. & E. train No. 24 at B:

Trains Nos. 24 and 23 will meet at C.

Now the question is, should order No. 1 be annulled before order No. 2 is acted on.

There is in my opinion room for a good discussion on both sides. Now I hope that some of the Brothers will give us their opinion.

I would like to hear from Menshaw, of No. 5; Watkins, of No. 55; Howard, of Vicksburg, Miss., and F. W. MacVeigh, of Philadelphia, Pa. If I do not, I shall be compelled to think that they do not read THE CONDUCTOR.

Yours in P. F.,

"SWIPES."

[Order No. 2 annuls order No. 1.—ED.]

CORRY, Erie county, Pa., July 5, 1891.

Editor Railway Conductor:

The family and friends of the late Conductor J. K. Lyons extend their most hearty thanks to the railway conductors of the Southern Texas, especially P. A. Vahey, R. G. Qualtrough, E. H. Steele, S. B. Betters and M. McGary, in administering to his wants during his short sickness, also the transportation of his remains to the home of his birth in Erie county, Pennsylvania.

MR. AND MRS. R. G. LINDSLEY.

The Little Lovers.

I think she has fallen asleep in the shade.
(Sing low, sing low—you'll awake her.)
Oh, she's the loveliest little maid;
And her father's our family baker.

Such beautiful buns and chocolate-cakes!
(Sing low, very low—you'll alarm her.)
And oh, such elegant tarts he makes!
And his name is Joshua Farmer.

And her sweet name is Elinor Jane,
And her step is as light as a feather;
And we meet every day in the lilac lane,
And we go to our school together.

And now and then she brings me a bun.
(Sing low or she'll hear what we're saying.)
And after school, when our tasks are done,
In the meadows we're fond of straying.

And I make her a wreath of cowslips there,
As we sit in the blossoming clover,
And then she binds it around her hair,
And twines it over and over.

She's ten; I'm six; but I am as tall
As she is, I guess, or nearly.
And I cannot say that I care for her doll;
But oh, I do love her dearly.

We were tired of playing at king and queen.
(Sing low, for we must not awake her.)
And she fell asleep in the grass so green;
And I thought that I wouldn't forsake her.

And when I am grown to a big tall man,
I mean to be smart and clever;
And then I will marry her if I can,
And we'll live upon tarts forever.

—St. Nicholas.



BURLINGTON, May 25, 1891.

WHEREAS, It has pleased Almighty God, in his infinite wisdom, to remove from our midst our our late Brothers, Barney McPartland and R. P. Watson, whom we universally recognized as leaders in all that was good; therefore, be it

Resolved, That in the death of our beloved Brothers, Star Division, No. 31, O. R. C., has lost two of its most devoted members, the community respected and progressive citizens, and the C. B. & Q. Co. two of its most faithful employees.

Resolved, That while we tender the bereaved families our fraternal sympathy, we would direct them for comfort to our Heavenly Father, who looks with infinite compassion upon the bereaved members of families in their hour of desolation.

E. M. CORWIN,
M. W. ROBINSON,
T. J. HOLIHAN,
Com. Div. 31.

CHILLICOTHE, O., June 15, 1891.

Editor Railway Conductor:

At a regular meeting of Chillicothe Division 181, O. R. C., Sunday, June 14, the following resolutions were adopted:

WHEREAS, Death has invaded the home of our worthy C. C., Brother John Kopp;

WHEREAS, In the death of his wife, Brother Kopp has sustained an irreparable loss; therefore, be it

Resolved, That Chillicothe Division 181, O. R. C., extend to Brother Kopp our heartfelt sympathy in his great affliction, and bow our heads in humble submission to Him who doeth all things well.

Resolved, That a copy of these resolutions be spread upon the minutes and a copy furnished the CONDUCTOR.

(Signed.)

O. T. DEWEY.

ALLIANCE, O., June 8, 1891.

WHEREAS, It is with a feeling of deep sorrow and regret that the members of Alliance Division 177, O. R. C., learn of the death of Aurie, the estimable daughter of Brother John Bevington. Be it, therefore,

Resolved, That the members of Alliance Division 177, O. R. C., extend their heartfelt sympathy to Brother Bevington and family in their sad loss.

Resolved, That a copy of these resolutions be printed in the city papers and spread upon the minutes of the Division; also, a copy be furnished the CONDUCTOR.

R. S. KAYLER,
J. C. McHENRY.
M. L. PHILLIS.

At a regular meeting of Boston Division, No. 122, O. R. C., held May 24, 1891, the following preamble and resolutions were unanimously adopted:

WHEREAS, It has pleased the Supreme Conductor of the Universe to remove from our midst Brother D. Frank Waterman; therefore, be it

Resolved, That while we bow with resignation to the decree, we none the less mourn our loss.

Resolved, That in the death of Brother Waterman, Division 122 loses a valuable member and his family a loving husband and father.

Resolved, That we extend our sympathy to his wife and daughter in their affliction.

Resolved, That a copy of these resolutions be sent to his family, and to the CONDUCTOR for publication, and spread upon the minutes of this meeting, and our charter be draped for thirty days.

F. E. HILL,
S. B. FLAGG,
J. H. FITZGERALD, } Com.

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ALLIANCE, O., June 6, 1891.

WHEREAS, Our Alwise Father, in his wisdom and mercy, has removed by death little Carl, son of Brother J. W. Bowden and wife; be it, therefore,

Resolved, That the members of Alliance Division extend their warmest sympathies to Brother Bowden and family in their sad bereavement.

Resolved, That in these sad trials we can only look to Him who said, "Suffer little children to come unto me, for of such is the kingdom of heaven," as our only refuge.

Resolved, That a copy of these resolutions be printed in the city papers, and spread upon the minutes of the Division; also, a copy be furnished the CONDUCTOR.

R. S. KAYLER,
J. C. McHENRY,
M. L. PHILLIS.

PHILADELPHIA, May 23, 1891.

WHEREAS, It has pleased God in his wisdom to remove from us our Brother and from the family a loving husband and father.

Resolved, We must submit to the one who doeth all things well in removing Brother Felix Kelly, who departed this life on May 5th.

Resolved, That our charter be draped for thirty days, that a copy of these resolutions be sent the CONDUCTOR, and be spread upon our minutes.

GEO. W. BROWN,
W. A. BINGHAM,
W. NUNNEMAKER, } Com.

PHILADELPHIA, May 24, 1891.

WHEREAS, It has pleased the Supreme Conductor of the Universe to remove from our midst our esteemed Brother, Charles P. Rice, who died March 17, 1891.

WHEREAS, We bow resignation to the decree that has taken from his family a kind and loving father, and from West Philadelphia Division a true and honored Brother.

Resolved, That our charter be draped for thirty days, that a copy of these resolutions be sent the CONDUCTOR, and a copy spread upon our minutes.

GEO. W. BROWN,
W. A. BINGHAM,
W. NUNNEMAKER, } Com.

EAST LAS VEGAS, N. M., June 28, 1891.

Editor Railway Conductor:

At a regular meeting of Montezuma Division

70, O. R. C., held in K. of P. hall, the following resolutions were adopted:

WHEREAS, God in his infinite mercy and wisdom has called away a little son of our worthy Brother, R. H. Hay; therefore, be it

Resolved, That we, the Brothers of Division 70, hereby express to our Brother and his esteemed wife our heartfelt sympathy in their bereavement.

Resolved, That while we know loneliness and sorrow will come to their home on account of the absence of a bright little one, we remind them that the Good Shepherd has taken the little lamb into his bosom and will keep it safe from all harm. May the Holy Spirit so assist them to bear the afflictions that they may be able to say—

God forbids him longer stay,
God recalls his precious loan,
God hath taken him away
From our bosom to his own.
Surely what he wills is best,
Happy in his will we rest.

Resolved, That these resolutions be spread upon our minutes, and a copy be sent to the parents and one to THE CONDUCTOR, and one to each of the daily papers for publication.

CHAS. ODER,
J. A. MURRAY,
CHAS. H. STEVENSON, } Com.

TACOMA, Wash., June 29, 1891.

At a meeting of Mt. Tacoma Division, No. 249, June 28, the following resolutions were adopted:

WHEREAS, It has pleased God in his infinite wisdom to call from a world of care to a brighter world above the beloved wife of our esteemed Brother, P. H. Maloney; therefore, be it

Resolved, That we extend to our bereaved Brother our hearts' warmest sympathies, and the hand of friendship, and trust and pray that the Father above will be with him in his hour of affliction and lead him kindly by the hand until he shall have joined his loved one in the home above where parting shall be no more.

Resolved, That the secretary spread these resolutions on the minutes, transmit a copy of same to Brother Maloney, and furnish a copy to THE CONDUCTOR for publication.

J. T. JACKSON,
G. P. LONG,
JOS. B. W. JOHNSTON,
J. H. GALLAGHER,
Committee.

WHEREAS, It has pleased God in his infinite wisdom to remove from our midst Brother W. S. Devore; therefore, be it

Resolved, That while we deeply deplore our loss, and that of the sorrow-stricken wife and relatives of our deceased Brother, we bow in humble submission to the will of him who doeth all things well, feeling that our loss is the eternal gain of our beloved Brother.

Resolved, That in the death of our Brother, the O. R. C. has lost a valued member and the Chesapeake & Ohio Railway Company a competent and zealous conductor, and his excellent wife a tender and loving husband.

Resolved, That a committee of three members of this New River Division, No. 140, O. R. C., escort the remains of our deceased Brother to his former home, Glenwood, Iowa, for interment.

Resolved, That these resolutions be published in the *Independent-Herald*, the *Daily Gazette*, of Charleston, W. Va., and *THE CONDUCTOR*; that a copy of each be sent to his bereaved wife, that our charter be draped in mourning for thirty days and that the members of this Division wear the badge of mourning for the same period.

R. H. SMITH,
J. C. MCCREERY,
J. B. PARROTT,
Committee.

JACKSONVILLE, Fla., June 21, 1891.

At a regular meeting of St. Johns Division No. 196, Order of Railway Conductors, held Sunday, June 21, 1891, the following resolutions were adopted:

WHEREAS, It has pleased God, the Grand Chief Conductor of the Universe, to remove from our midst, by death, our much beloved and esteemed Brother, J. C. T. Hill.

Resolved, That by his death we have lost a good and faithful Brother, and we mourn his loss with sorrowful hearts and deepest grief, and bow our heads in humble submission to Him who doeth all things well.

Brother Hill was among the first to join St. Johns No. 196 after the division was organized, and remained a member of this division until a few months ago, when he withdrew to become a charter member of Sanford Division No. 277.

Brother Hill was one of the most faithful workers, active and energetic in whatever he undertook to do, never shirking duty. He was courageous, gentle and true as steel, generous hearted and always willing to extend a helping hand to any of the brothers in need. He was a true, tried and faithful servant to the traveling public, always polite, courteous and attentive to all who traveled on his train.

Resolved, That we tender his young widow and the family of our deceased Brother, our heartfelt sympathy in this their hour of grief and bereavement, and sincerely mourn with them the loss of our beloved Brother.

Resolved, That these resolutions be spread upon the minutes of our division, that a copy be sent to the bereaved widow, one to Sanford Division No. 277, and published in our official journal and the *Times Union*.

G. C. FLOYD,
E. C. DEARBORN,
R. NEDDO,
Committee.

WINONA, June 25, 1891.

Died, at Winona, June 15, of consumption, Kate, wife of Brother Harvey Price, on her 25th birthday.

Mrs. Price leaves a kind husband, a devoted sister, a lovely child and a circle of sincere friends. If love and care could have kept her, she would have been with us to-day, but death came rather as a deliverer than an enemy and she saw beyond the dark portal of the grave a fairer world.

Thanks are due for the many beautiful floral offerings, a sickle of roses and basket from her lady friends in Winona, a pillow from the Eureka Club with name, one from Division No. 90 with monogram, and others equally beautiful from Rochester and Eyota.

DULUTH, Minn., June 21, 1891.

At the last regular meeting of Brainerd Division No. 197, of Duluth, Minn., the following resolutions were adopted:

WHEREAS, It has pleased the Almighty Ruler of the Universe in his great wisdom and justice to remove from our midst our beloved and esteemed Brother, Capt. W. P. Spaulding; therefore, be it

Resolved, That in his death this division loses a most worthy and time-honored member, his wife and family a most loving and indulgent husband and father; and further be it

Resolved, That the charter be draped in mourning thirty days and that a copy of these resolutions be published in *THE RAILWAY CONDUCTOR*, the Brainerd daily papers and a copy also sent to his family.

THEO. HANNON,
E. S. RICHARDS,
J. T. HUGHES,
Committee.

THE RAILWAY CONDUCTOR.

RALEIGH, N. C., June 28, 1891.

At a regular meeting of Raleigh Division No. 264, O. R. C., the following resolutions of condolence were unanimously adopted:

WHEREAS, The Grand Chief Conductor and Ruler of the Universe has seen fit in His infinite wisdom and mercy to take away the loving little son Earnest, from the home of our esteemed Brother, J. B. Hogan, and has also taken unto His own bosom the bright and beautiful little son, A. B. Andrews Brown, from the home of our beloved Brother, P. J. Brown;

Resolved, That we extend to our bereaved Brothers and their families our heartfelt sympathy.

Resolved, That while we know that sorrow and loneliness has come to these two happy homes on account of these two little spirits having flown to that beautiful city whose gates are laid with priceless pearls. We, too, feel in the true touch of fraternal affection the desolation that has fallen upon our beloved Brothers and their families, and thus mourn with the hope sooner to help bring the healing balm that ever comes on the wings of time to sooth the most grievous wounds. Cheer up Brothers and Sisters, weep not for your little ones, for we know that your loss is heaven's gain, for the Great Chief Conductor has said, "Suffer little children to come unto me, and forbid them not, for of such is the kingdom of heaven."

Resolved, That these resolutions be made a part of the minutes of this meeting, a copy be sent to the parents and a copy be sent to THE RAILWAY CONDUCTOR, and a copy be furnished the *State Chronicle* and the *News and Observer* for publication.

H. M. FAWCETT, }
T. F. WILLSON, } Committee.
W. C. POLLOCK, }

GALESBURG, Ill., June 15, 1891.

Harry, son of Bro. W. L. Boydson, died April 10, 1891, aged 2 years, 10 months and 5 days.

At a regular meeting of Galesburg Division, No. 83, the following resolutions of sympathy were offered:

WHEREAS, It has pleased Divine Providence to lay the hand of sorrow upon one of our members, Bro. W. L. Boydson and wife, by the death of a beloved son.

Resolved, That we, the Brothers of No. 83, extend to them our heartfelt sympathy in this their bereavement, trusting that He who doeth all things well will be their comfort and stay in

these lonely hours of trial and that they may find in Him an ever present counsellor and guide; also be it

Resolved, that this message of condolence be sent to our Brother and published in the RAILWAY CONDUCTOR.

JAMES L. LONG,
GEO. T. CONLY,
E. S. KIMBALL,
Committee.

At a regular meeting of Houston Division No. 7, Order of Railway Conductors, held June 15, the following resolutions on the death of our late Brother, Jesse K. Lyons were unanimously adopted:

WHEREAS, It has been the will of Almighty God to remove from our midst our beloved and esteemed Brother; by his death we lose a valiant and conscientious Brother; his family a kind and loving member; therefore be it

Resolved, That it is but a just tribute to the memory of the departed to say that in his removal we mourn for one in every way worthy of our regard.

Resolved, That to the family of the deceased we offer our heartfelt sympathy in this their hour of affliction, and tender our aid and protection in a time of need.

Resolved, Resolved that we tender the officials of the Southern Pacific Railway company our heartfelt thanks for their kindness and courtesies extended in forwarding the remains of our late Brother to Corry, Pa.

Resolved, That a copy of these resolutions be sent to his family, be published in *The Houston Post* and *San Antonio Express*, and also to the Southern Pacific officials and the RAILWAY CONDUCTOR.

ROBERT McELROY, }
R. QUALTROUGH, } Committee.
H. B. JOHNSON, }

LOUISVILLE, Ky., June 22, 1891.

Editor Railway Conductor:

At a regular meeting of Monon Division, No. 89, O. R. C., held June 21, 1891, the following resolutions were adopted:

WHEREAS, It has pleased God, the Grand Chief Conductor of the Universe, to allow death's angel to enter the house of Brother Wilder and bear away his beloved wife, Katie, aged 24 years, who departed this life June 17, 1891; therefore, be it

Resolved, That we, the Brethren of Division 89, O. R. C., do express to Brother Wilder our heartfelt sympathy in his bereavement.

CHILlicothe, O., June 28, 1891.

Died—On June 21st, from injuries received at Thrifton, O., Brother Michael Shine. Brother Shine was a charter member of Chillicothe Div. No. 181, O. R. C.; was a good citizen, a faithful friend, a zealous member of the Order, and above all a devoted, loving and affectionate husband and father.

To his afflicted and bereaved family, Chillicothe Div. No. 181 extends their heartfelt sympathy in this their hour of sorrow.

Yours in P. F.,

O. T. DENNEY.

INDIANAPOLIS, Ind., July 5th, 1891.

At the regular meeting of Indianapolis Division 103, Order of Railway Conductors, the following resolutions were adopted:

WHEREAS, It has pleased God, the Grand Chief Conductor of the Universe to remove from our midst our Brother, J. A. Donavan; therefore be it

Resolved, That while submitting to the Divine will which has deprived us of his presence in a way which we cannot question, we feel the absence of one who through his kind acts and up-right demeanor has so endeared himself to us; and be it further

Resolved, That in his sudden departure we recognize the slight thread which binds us to earthly things and the dangers of this life. It should make us more firmly united by those fraternal ties of friendship which bind us together; and be it further

Resolved, That to his family we extend our sincere and heartfelt sympathy in their bereavement, more especially in consideration of the sudden manner of his removal; and be it further

Resolved, That the charter of our division be draped in mourning for a period of thirty days and a copy of these resolutions be sent to the grief stricken family, and a copy sent to the RAILWAY CONDUCTOR and spread on the minutes of this meeting.

W. J. SPENCE,
THEO. BENNETT,
F. E. CALLAHAN, } Committee.

Resolved, That while we know the hours of sadness that will come to him on account of her absence, we would remind him that God, has taken her home to be with him, and while the dear little boys, Willie and Charles Curtis, she has left will not have a mother's love to comfort them through life, and Brother Wilder will be deprived of her companionship in this life, they may meet in the better land, where sorrow never comes.

Sister Wilder had not neglected the great object of this life. She was a Christian, and felt that the great arm of God was about her in the hour of death. Let us hope that God will grant to Brother Wilder the consolation of his holy spirit, and watch over the dear little ones and bring them at last to that haven of rest that has been prepared for all who love and keep his commandments, and where God shall wipe away all tears from our eyes, and where they may spend a blissful eternity together.

C. S. DODSON,
S. M. WOODARD,
F. J. PITZER,
C. H. RICE, } Com.

LOUISVILLE, Ky., June 24, 1891,

Editor Railway Conductor:

At a regular meeting of Monon Division, No. 89, O. R. C., held June 21, the following resolutions were adopted:

WHEREAS, It has pleased God, the Grand Chief of the Universe, to remove by death, on Thursday, June 18, 1891, the beloved daughter of our worthy Brother, Thomas Hanlon; be it

Resolved, That we, the members of Monon Division, No. 89, O. R. C., do most sincerely sympathize with him and his wife in their sad bereavement.

Resolved, That these resolutions be placed on the records of our Division, a copy sent to Brother Hanlon, published in THE CONDUCTOR, and given to the city papers for publication.

C. S. DODSON,
S. M. WOODARD,
H. C. MCKINNEY,
F. J. PITZER,
G. S. HICE,
Committee.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. H. BELKNAP, EDITOR.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

WM. P. DANIELS, MANAGER.

THE SUPREME COUNCIL.

Although it gives us an opportunity to say "I told you so," there is no one who more sincerely regrets the failure of the Supreme Council to cope with the problems placed before it than we do. It is well known to readers of THE CONDUCTOR that we have on a number of occasions, expressed the opinion that the laws of the United Order of Railway Employes were crude and insufficient and that they sooner or later, would develop their weakness and show the need of change. What we have said has been in no carping spirit and with no idea that they ought to have been perfect from the first. Everything of that character is the result of growth and it is only by experience that any laws can be perfected. It has also been often asserted that the switchmen would wreck the federation and bring trouble upon all concerned, but we have never heretofore adopted that idea, believing that there was enough good judgment among the officers of the other organizations and even with the officers of the S. M. A. A. itself, to hold them in check and finally compel an observance of law and the rights of others; but however much of the censure for the present state of affairs may finally fall upon the Trainmen there can be no question in the mind of any fair man, that it had its origin in the lawlessness and selfishness of members of the S. M. A. A. and that they and they alone are originally at fault for the disruption of the Supreme Council, for with the expulsion of the Trainmen by the vote of the Switchmen themselves and the officers of the parody on organization calling itself the B. of R. C., the officers of the Firemen anxiously and earnestly searching for a way of escape from their alliance with these two, what is there left of the Supreme Council to command respect? The whole course of the Council in the trouble which resulted

in farcical ending by the expulsion of the Trainmen has been a parody on justice. In the first place, the Trainmen bring to the Council a grievance and by vote of the association which caused the grievance, are denied justice; within themselves, they endeavor to procure that justice and unfortunately choose what is in our opinion, an ill-advised way of procuring it by indirection, instead of an open straightforward manner. Then the Switchmen come to the Council with a grievance, as real in the cases of some of its members as that of the Trainmen, and by vote of the Trainmen, they are shut out and immediately withdraw from the federation. This of itself, while some immediately pronounced the Council dead, was not a material injury to it and had the remaining members acted wisely, no injury to the Council or to any organization would have resulted. A federation carefully guarded in its laws and wisely governed by its members, does not need the Switchmen to make it a success and this the switchmen themselves discovered in a very short time. Then came the announcement that the Order of Railway Conductors had decided to apply for admission to the Council; with this commenced the intrigue which has ended the United Order of Railway Employes, and it will hereafter only serve as an object lesson for the future. June 15th, the date for the regular meeting of the Council, found the Switchmen apparently repentant and anxious to get back and the B. of R. C. ready to form any alliance, or do any act, honorable or dishonorable, to keep the Order of Railway Conductors out of the Council *UNLESS they would promise to TAKE CARE of the members of that organization, or at least of* GEORGE W. HOWARD. The Council adjourned almost immediately after organizing to

attend the funeral of a past grand officer of the S. M. A. A., and then commenced in earnest the secret intriguing that has had so sorry an ending. On the reconvening of the Council, a point was made by one of the members that as the Switchmen's withdrawal had not been accepted, they were still members of the Council notwithstanding the fact that they had held a special session of their Grand Division which ordered the withdrawal, and the further fact that they had sent out circulars notifying all of the withdrawal, and how the president could arrive at such a conclusion is unintelligible to us, yet he decided that the point was well taken, and a motion that a committee of one be appointed to notify the representatives of the Switchmen that notwithstanding their withdrawal they were yet members of the Council, was adopted by a vote of five to three. Almost before the secretary could record the adoption of the motion, the committee (which was Howard) had performed its mission, and the Switchmen entered and preferred charges against the Trainmen. When we explain that Brother Clark had already been approached and told that if the Order would take care of the members of the B. of R. C., or at least of Howard, and the threat made by inference that if it did not our application would be rejected by the votes of that organization and the Switchmen, our readers will readily understand the devious ways by which the return of the Switchmen had been brought about; we wish however, to state emphatically that the officers of the B. of L. F. had nothing whatever to do with any of the underground efforts, but that they have throughout acted with fairness and justice, and we believe that while President Sargent's decision in the matter of the Switchmen was palpably wrong, that he made it in all sincerity and because he believed it to be right, and we may say here that the officers of the B. of L. F. are as completely discouraged and disgusted with the outcome as any member of the Trainmen can be. After the charges were preferred by the Switchmen against the Trainmen, the Council adjourned to meet in Terre Haute, and appointed a committee to take evidence, and reconvening, on the 29th of June, it expelled the Trainmen, and mark how it was done: without a shadow of authority and by the vote of the Switchmen themselves. It could not punish the Switchmen for repeated and plain violations of its laws, but it could assume authority to expel the Trainmen for an action taken after a failure to obtain legal redress, and while an error and censurable, is in a great degree excusable. What a travesty on justice! What a spectacle for those who hope for the best results from the organization of railway employes! What a comedy for those whose interests are opposed to such organization! Seeing the handwriting on the wall, the certain and speedy dissolution of the Council, the officers of the Order, who had been invited to Terre Haute by the president of the Council, sent the following communication to that body:

TERRE HAUTE, Ind., June 30th, 1891.

F. P. Sargent, Esq., President Supreme Council
United Order of Railway Employes.

DEAR SIR:—Believing that the principle of federation is one of the best, and assuming that the laws made to govern the same were to be administered in the spirit of the law, and that the

best interests of the greatest number of those interested would be studied and an effort made to serve those interests, the Order of Railway Conductors, under our advice, directed its officers to make application for membership, to the Supreme Council of the United Order of Railway Employes. Matters coming under our observation during the past two weeks have convinced us that the best interests of those we represent will not be served by being members of a body which refuses to be governed by either law, precedent or a sense of right and justice. We therefore assume the responsibility of acting for our organization, and feeling assured that they will gladly ratify our action, we hereby withdraw the application for membership of the Order of Railway Conductors.

E. E. CLARK,
Grand Chief Conductor.
C. H. WILKINS,
Asst. Grand Chief Conductor.
A. B. GARRETSON,
Grand Senior Conductor.

While there may be those who will criticise this action, or perhaps the right to withdraw the application, we believe the great majority will unite with us in commending it and endorsing the action as wise and proper and that it was well not to take any chances of being admitted to a disorganized squabble from which the Firemen are endeavoring to escape.

In the final action on the charges preferred by the Switchmen, the vote was six to six and when the result was known, objection was made to the vote of the presiding officer and here again, President Sargent made a serious mistake. The president of the Supreme Council, under its laws and in accord with all established precedents, as well as in accord with justice and common sense, has just as much a right to vote as any member thereof, and in all deliberative bodies where the presiding officer is a member of the body, he has a vote and in case of a tie, two votes. It is only in those few bodies that are presided over by a person who is not an actual member of the body, where he is not entitled to a vote except in case of a tie and in the very few cases where the laws governing the body distinctly specify that he shall have a vote *only* in case of a tie, and Mr. Sargent certainly should have insisted on his right to vote. Certainly there is no reason, justice or common sense in depriving an organization like the Firemen with its twenty thousand members, of one of its votes and permitting such a travesty as the B. of R. C. with less than a thousand members to cast three votes, particularly when cast by such demagogues as those who represent the B. of R. C. in the Council, and as a further illustration of the character, consistency and stnading of the six men who in carrying out the agreement made in order to get the switchmen back into the Council and enable them to get revenge, rejected the application of the Station Agents after Howard had guaranteed to the representatives of that organization, their admission if they would obligate themselves to vote against the admission of the Order of Railway Conductors until they had provided some way to "take care" of the said Howard and his compeers; and the same men rejected the application of the Telegraphers, *alleging* as a reason that they had failed to unite with the Brotherhood of Telegraphers, although within the

past year, the application of the Brotherhood was rejected because they admitted as members, operators who were not in railway service. Thus a few months ago, they said to the Brotherhood, you can't come in because you have the commercial operators, and now they say to the O. of R. T., you can't come in because you have *not* got them. The whole action, however, was a farce and was simply intended to scare the Order into "taking care" of Howard and his friends. The scare did not work, however, and if the question of "consolidation" and the admission of members of the B. of R. C. who have been expelled from the Order for cause, and others who are not eligible under our laws, was not definitely and effectively settled before, it certainly is now. Neither Howard nor any other will be "taken care of" under any circumstances, and while the Order will impartially consider all applications for membership from persons who are eligible under our laws, without any reference to "previous condition of servitude" or membership, it is not engaged in proselyting and will not vary one iota from its laws if by doing so it could obtain every eligible person who is now a member of the B. of R. C.

In this failure of the Council, the principle of federation is not condemned or proven untrustworthy. Its very failure has given guarantee of future success, and while we regret sincerely the present condition, and the necessity that seems to exist for rival alliances for a brief period, we cannot but think that at no time in the past has the future looked more hopeful, or the prospects for a permanent and definite alliance that will redound to the interests of all, been better than just now.

A word in regard to what might have been done to avoid the rocks on which the Council was wrecked, and what will be absolutely necessary in the future, may not be out of place just now. We had hoped that the adjournment of the Council would give time for passion to cool, jealousy to be driven out and that when it met again, the members might be governed solely by high motives and their action uninfluenced by prejudice, but it was not to be.

When the Council first met in April to pass upon the complaint of the Trainmen and found that it was impossible to do justice under existing laws, it should have promptly amended those laws, as it had the power to do, providing that the organization or organizations directly interested, should not vote unless all were interested equally, thus leaving the complaint made, to be settled by the Firemen, and the B. of R. C., and while it is possible that even at that time, the "affinity" was such that the complaint would have been rejected by one vote, the Trainmen would not have been able to say that it was by the vote of the organization against which the complaint was made and which caused the injustice complained of. It should also have immediately provided penalties for violation of law and then it should have enforced those penalties to the letter. Instead of doing so, it imitated the example of the "King of France" who with his "twenty thousand men marched up the hill and then marched down again." At the meeting in May when the Switchmen filed their complaint, it still had an opportunity to save itself by amending its laws, demanding that the North-

western Company fulfill its promise to re-employ every dismissed man, including both McNery and Crowe, against whom it could not sustain charges sufficient for dismissal, placing itself squarely on record as to the action of both the Switchmen and Trainmen and providing penalties severe enough to compel respect by all in the future, but again it "marched down the hill." Still another opportunity was offered at the regular meeting; had the representatives of the Switchmen come back into the Council evincing a desire to be fair and just we believe they would have been met half way by the Trainmen and that the difficulty would have been amicably settled, the necessary changes made in its laws and its future assured by the admission of the Order. It seems, however, that they came back with no such intent, but on the contrary, in accordance with a "you tickle me and I'll tickle you" agreement with Howard by which the latter was to aid them in getting revenge upon the Trainmen, while they would help him keep the Order out until it would agree to "take care of Howard." It must be somewhat humiliating to Mr. Debs, who has been enthusiastic in regard to federation, and who certainly deserves great credit no matter what the future may be, to reflect that a so-called organization that he has been "coddling" for the past year should step in and ruin his dearest hope, the Supreme Council; an organization which he, himself says amounts to nothing and which by their own admission has considerably less than 2,000 members, should by a coalescence with the Switchmen, be able to both rule and ruin the Council. The history of federation can never be written without according a large measure of credit to Mr. Debs, but he certainly has permitted himself to be made a tool of by others who have no higher ambition than to "take care" of themselves regardless of justice to any one else.

The Grand Division while hoping for the best results, foresaw the possibilities of just such destruction as has fallen upon the United Order of Railway Employes under its laws, and with commendable wisdom and foresight, appointed a committee, giving them full authority to act in case anything of this kind did occur. This committee will meet as early as possible and it is safe to say that it will avoid the rocks that have been shown and the errors that have been demonstrated by the brief history of the Supreme Council. In any action it may take, it will not arrogate to itself all wisdom and knowledge, nor will it expect to form an alliance that will be invulnerable and perfect by any means. It will endeavor to profit by the experience of others and particularly will it endeavor to provide some way to compel its members to obey its laws at whatever sacrifice and if those laws work hardship, to change and correct rather than violate them, and in order that it may profit to the full, it will invite suggestions from those who have experience, particularly those who have been foremost as the champions of the principle of federation, Messrs. Debs and Sargent. It will not act with the idea of organizing a rival body to the remnant of the Supreme Council, nor a body that is to be antagonistic to that or any other organization, but will endeavor to so act as to heal any present differences and bring about harmony and friendship among all. And we do not overlook the fact that there is possibility of conflict which it may

perhaps be impossible to avoid. It is possibly true that it is only through further trials and tribulations that we can reach the haven, but it is our sincere hope that such may not be the case and that a complete fraternal union may be brought about without further war.

THE SWITCHMEN AND THE B. OF R. T.

Additional facts in the triangular trouble in which the Switchmen, the B. of R. T. and the Northwestern Railway Company are concerned, and the failure of the Supreme Council of the United Order of Railway Employés as an arbitrator, having reached us, we wish to qualify somewhat the expression of last month.

So far as our observation goes, the majority of the employés' publications take the side of the Switchmen in the controversy, and one lodge of the B. of R. T. has issued a circular denouncing its Grand Master for his action, while the Switchmen have, as we understand, issued a circular to other organizations stating their side of the case and asking aid. Of all the statements that have come to our notice, the most complete, perhaps, is that of Mr. Debs, of the *Firemen's Magazine*, and in any further comments we may make, we shall depend mainly upon that for information. The *B. of R. T. Journal* agrees with the Switchmen in the statement that there has been ill feeling between the two organizations for a long time past on account of the fact that the former have admitted to their brotherhood, men employed in any branch of train service. That they have a right to do this if they choose, will, we think, be questioned by no one, provided they have not unjustly assailed the S. M. A. A. in their efforts to induce switchmen to become members of their organization. As to the wisdom of such a course, there is ample room for difference of opinion, and it is our opinion that the members of the B. of R. T. themselves will, in the near future, recognize the fact that they have made a mistake in trying to make what might be called a cosmopolitan organization in the railway service. This is not to be understood as a complaint, because the B. of R. T. admits conductors, nor because it changed its name in recognition, as we have always supposed, of those conductors. In fact, until recently, we did not suppose that there was any question as to any but conductors and brakemen, and were not aware that enough switchmen were members of the B. of R. T. to cut any figure or to cause the slightest antagonism between the two associations. It would naturally seem that, the brakemen being the most numerous class of employés in train service, there would be ample room for an organization of brakemen alone, or at least of the brakemen and such conductors as might prefer that organization, and that the switchmen, being numerically the weakest organization, and numerically the smallest class of employés, should receive the aid and sympathy rather than the opposition of other organizations, and while not in the slightest degree questioning the right of the B. of R. T. to admit whom it pleases, even to men entirely outside of the train service, we believe, as we have said heretofore, that railway employés can be best protected, and their interests best served, by affiliating with organizations limited to their own employment. It seems to us that this was dem-

onstrated in the Central strike of the Knights of Labor, and while we sympathized with the strikers in their resistance to an effort to break up the organization, we believe had the employés there been members of the proper railway associations, the result would have been different, or rather Mr. Webb would not have undertaken to "drive them out." The *Trainmen's Journal* says that the theory of their organization is "that every toiler, no matter in what occupation engaged, has the inalienable right to place his membership in the organization that, in his judgment and experience, can best protect and defend him," but like many other theories, this one may not, and we believe will not prove the best in practice. This theory, logically carried out, would require the B. of R. T. to open their ranks to shop men, section men, saloon keepers, farmers, and in fact all men, "no matter in what occupation engaged." We can hardly believe that they do this, or mean it to be so understood, and we are inclined to think that if any one of the above should apply for membership he would be told that under the laws of the organization he was ineligible. The *Journal* tacitly admits that the assertion made by the Switchmen, that there has been war made on that organization, is true to some extent, and we must confess to so much of error in our previous article.

So far as we have been able to ascertain, all concerned admit that Switchman Crowe refused to obey the order of the yard master to switch a coach, thus delaying a passenger train a considerable time. Certainly all must admit that a direct refusal to obey a reasonable order is sufficient ground for dismissal. The Switchmen demanded that Crowe be reinstated. It is conceded by all that there was ill will and enmity between Yardmaster McNerny and Crowe, and it is not at all unlikely that had Crowe been a personal friend of McNerny, he would not have been dismissed, though it is also extremely likely that if Crowe had not been at enmity with McNerny, he would not have refused to obey the order in the first place. The assertion that Crowe was dismissed solely on account of the ill will of McNerny is not, so far as we can learn, sustained by an iota of evidence, though Mr. Debs asserts that the dismissal was a result of the enmity. That the Council may have evidence to sustain this assertion is of course possible, though in our opinion it is merely the opinion of Mr. Debs that such was the case, and in this we do not question the sincerity, candor or truthfulness of the gentleman in the slightest degree. But like all other men, and to a greater degree than some, Mr. Debs is likely to be influenced somewhat by his own feelings, and by the earnestness and energy with which, as all know who know anything of him at all, he engages in any cause which he espouses. It is, however, true, and in railway service particularly so, that if an employé disobeys the order of a superior, he takes the responsibility of it, and cannot complain of dismissal for such refusal, even though the order seems to him to be unreasonable, while in this case it seems probable that the *refusal* was solely on account of the enmity. At this point comes another direct conflict of statement. The *Trainmen's Journal* stating that the switchmen struck because the Northwestern officers, after investigation, declined to reinstate Crowe, and this we

believed to be the case when the former article was written. Mr. Debs confirms the Switchmen in the statement that Superintendent Miller failed to keep his appointment with them, and that the strike was on account of his broken faith. Notwithstanding this confirmation, we doubt the correctness of the statement, and cannot believe that Mr. Miller made such a promise and then broke it. We believe, first, that the gentleman is too honorable to use deception, and, second, that he is altogether too intelligent to act so foolishly, and that policy alone would have prevented it. If he did, while the switchmen violated their law in striking, we certainly do not feel like censuring them so severely as under other circumstances, and it is not surprising that they felt that they had been tricked, and that smarting under such usage hasty and unwise action was had. There may be some excuse for Mr. Miller for breaking an engagement with the Switchmen, always providing that he *did do so*, but there can be no excuse for his failure to notify them of his inability to keep it, and to give a reasonable cause for his failure. If he deliberately broke his word simply because it was "only switchmen" to whom it was given, he is deserving of nothing but contempt, and THE CONDUCTOR has no sympathy for him in any trouble that he may have already had or may have in the future. In an effort to end the strike the company reinstated Crowe, but the Switchmen demanded the dismissal of McNerny, and refused to return to work until this additional demand was complied with. So far as we can learn there were no charges made against McNerny except that he dismissed Crowe, and when the company weakly yielded to this demand and removed McNerny, as in the past they have removed men on the demand of the Switchmen without any good reason, they subjected themselves to the deserved censure of all justice loving men, and it is not surprising that the Trainmen should take the matter up, and when the Switchmen demanded the removal they placed themselves outside the pale of sympathy. We venture to say that even then, after having violated their laws by striking in the first place, had they returned to work when Crowe was reinstated, made a complaint against McNerny, and carried it to the Council if dissatisfied with the decision of the company, there would have been no serious trouble, and there would have been no question as to their having the sympathy of all and the earnest support of every organization. In our opinion the company made a grievous error in reinstating Crowe without an investigation. What they should have done, was to have punished Miller for his broken faith, if the charge against him was true, or convinced the Switchmen interested that it was unavoidable and unintentional, investigated the matter of the dismissal of Crowe and sustained McNerny if his action was for cause and not for personal spite. It is not surprising that the Trainmen should take up the case of McNerny, and they certainly had a good *prima facie* case, but instead of following the example of the Switchmen and immediately inaugurating a strike, and refusing to work until their demands were complied with, no matter whether they were reasonable or not, they complied fully with the law and placed their grievance in the hands of the Supreme Council, which was convened in Chicago, April 13th. Here

again comes conflicting statements, the *Trainmen's Journal* saying "by the laws of the federation the representatives of one organization in the Supreme Council can disprove a grievance, and of course the Switchmen would not agree the Trainmen had a grievance," thus giving the inference that all the members of the Supreme Council, except the Switchmen, approved the grievance of the Trainmen, and were in favor of the reinstatement of McNerny. The *Firemen's Magazine* says: "It was found there was really no business to be brought before it of a character demanding anything more than the friendly advice of its members." Additional information, however, shows that Mr. Debs told what was literally true, but he did not tell *all*. The Grand Master of the Switchmen, emphasizing his remarks with considerable profanity, stated that the Switchmen had taken their stand and, right or wrong, all the engines in Chicago could not move them from it. Under these circumstances the officers of the Trainmen withdrew their complaint rather than precipitate a conflict in the Council, and then there was "no business * * * * * demanding anything more than friendly advice." In this withdrawal the Trainmen made their first mistake. That the Trainmen were not satisfied with this conclusion is not at all surprising, and it demonstrated one of the fatal weaknesses of the Council when it found itself unable to cope with the situation, and it seems to us that the criticism of the Council by the *Trainmen's Journal* is not entirely without foundation. So far as we have been able to sum up the matter up to this time the Trainmen had acted with commendable conservatism, and had complied strictly with their own and the federation laws, while the Switchmen had violated both. The trainmen had a grievance that justified their action, while the Switchmen had, by their violation of law, and their illegal, hasty and ill-advised action, forced the reinstatement of one of their own members, justly dismissed, and the dismissal of a member of the Trainmen without any better cause than a personal feeling against him. And the Council, in its failure to sustain the complaint of the Trainmen, on account of the position of the Switchmen, did the Trainmen a grievous injustice. In our opinion what the Council should have done under the circumstances was to have promptly amended its laws so as to provide that neither the Trainmen or the Switchmen should vote on the question, and then let the unanimous vote of the disinterested organizations decide the matter. This would have taken a little time, perhaps, but the Trainmen so far had been law abiding, and there is no reason to suppose that they would not have waited for a decision so rendered, and loyally abided by it when made. Had this been done, and the decision then been that there was no grievance, the sentiment of all other organizations would have compelled the Trainmen to acquiesce in it, while the very fact that their complaint was rejected by the vote of the organization who demanded the dismissal of the member in question, makes the decision of the Council questionable, and gives good ground for dissatisfaction. It is a fact, so far as we have been able to observe, that the employes of the Northwestern almost unanimously sympathize with the Trainmen and condemn the Switchmen. From this point the matter becomes more complicated.

On the evening before the company dismissed all its switchmen, the Switchmen sent word to the company that it might reinstate McNerny and they would not strike, but while there is no direct evidence on this point, it is very apparent that they made this concession simply and only because they had learned what was to happen the next day, and that the sympathy of every one employed on the road outside of the Switchmen themselves was with the Trainmen and the concession amounted to but little, though for the welfare of all concerned it is to be regretted that it was not accepted and the matter amicably settled. It is charged that the Trainmen, by its officers, then entered into a "conspiracy" with the officers of the Northwestern, after the Council had failed to sustain them, and arranged for the wholesale dismissal of all the switchmen in the employ of the road, and it does not seem to be denied by the Trainmen that there was a thorough understanding as to what should be done. The *Journal* says: "The company would gladly have protected the Trainmen and restored law and order, but it was powerless. In this state of affairs it turned to the Trainmen and proposed mutual assistance. 'Suppose we put McNerny back and make an attempt to restore discipline,' said the company to the Trainmen, 'and the Switchmen strike, will you take their places?' 'No,' replied the Trainmen. 'When men strike, no matter how unjust or unreasonable their cause may be, we cannot take their places; but if the men are discharged we will see that your trains are kept moving until the Supreme Council can decide who is in the wrong.'" This was a quibble and a subterfuge that was unworthy of the officers of the Trainmen, even if every switchman on the road was guilty of insubordination, while, as it is not claimed that a majority were guilty, is doubly to be condemned because it, as Mr. Debs vigorously shows, condemned the innocent to suffer with the guilty and was an ill-advised method of whipping the guilty over the backs of the innocent. We do not, however, think that Mr. Wilkinson and his associates deserve unstinted condemnation for their action, under the circumstances, by any means. They had, as they and as THE CONDUCTOR believes, a good cause for complaint. They had exhausted every legal means within the Federation and had found no relief, their application being defeated by the organization which caused the trouble, and it was a trying position for them. They were expected to enforce by every means in their power justice for the aggrieved member, and so far as they were informed, it was the unanimous opinion of their associates outside of the Switchmen that their cause was a just one and it is not to be wondered at, that in the perplexity of the moment, and feeling keenly the want of legal means for redress, as well as the opportunity it would give their opponents to make capital by crying "scab," that they did not decide on the wisest course. We think that when asked the question quoted above by the officers of the Northwestern, they should have had the courage and "sand" to openly back their convictions and protect their members by replying: "We have exhausted every legal means to have our trouble adjusted, and have been defeated in our effort to obtain justice by the vote of those who made the injustice. Re-

instate McNerny and we will keep your trains moving until the Council can pass upon the matter." This, we believe, would have been by far the best and most straightforward course, and we believe the Council could not have done otherwise than to sustain them in such an action, but it certainly was a grievous error when there was any secret understanding as to the dismissal of Switchmen and for the Trainmen to furnish men to take their places. No man who might have taken a Switchman's place in case of a strike on account of the reinstatement of McNerny, could be justly be called a scab, for if the Switchmen struck without first convening the Council, they would have violated the law again, and it is a well-known fact that in other similar cases officers of organizations in the Council have notified their members who were engaged in unauthorized strikes that other members would be ordered to take their places if they did not return to work, and members of the S. M. A. A. have taken the places of striking Switchmen by the order of Mr. Sweeney himself.

It is now asserted that the officers of the Northwestern have not kept their pledge to replace all Switchmen who were not guilty of insubordination and disobedience and that no member of the S. M. A. A. had been re-employed. If this assertion is true, it certainly is the duty of the Trainmen, and it would be an act that would go a long way to restore harmony, to immediately demand that every such dismissed man who has requested it, shall be re-employed unless there is good and sufficient cause for dismissal. As soon as the wholesale dismissals were made the Council was again convened, this time by the Switchmen, and in the action, on their complaint, the situation was partially reversed, two of the organizations voting for their complaint, themselves and the representatives of the B. of R. C., the vote of the B. of L. F. not being cast on account of the absence of one representative, and the B. of R. T., as a matter of course, voting for themselves.

To sum up, up to the adjournment of the April meeting of the Council, the position and actions of the Trainmen was impregnable and above criticism, while the Switchmen were in the position of open violators of law and of enforcing by such violation unjust demands, to the injury of a member of the Trainmen. When the Trainmen entered into a secret understanding with the Northwestern officers to bring about the dismissal of the entire force of Switchmen, instead of taking an open and manly course, they placed themselves on a level with those who had violated law, and both organizations are, in our opinion, deserving of censure, and the laws of the Federation should, although unfortunately they do not, provide a punishment for both.

Since writing the above we have received a communication from a member of the S. M. A. A., in Des Moines, which will be found on another page. The letter of Mr. Shackelford, as a whole is sufficiently answered by the above. It is evident that he wrote under the influence of passion and for that reason we will not notice the charges made against the Order and believe that the writer of them will regret his haste when he sees his letter in print. We certainly were and are yet incredulous as to any particular war on the part of the Trainmen against the Switchmen,

except what has grown out of the unreasonable action of the Switchmen themselves and a little occasional friction over the membership question. As to a war on the Order, we haven't felt its effect yet and until there is some prospect of being injured thereby, think we can afford to ignore it. So far as we are concerned, though, we certainly would not feel indifferent nor do we believe the Order as a whole would, if satisfied that the officers of the B. of R. T. entered into the agreement with the Northwestern Company in carrying out a settled policy of wrecking the Switchmen's organization. While they admit that there has been bad feeling and jealousy, we cannot believe that they have deliberately attempted to wreck another organization though they may consider it, in a sense, a rival one. We believe that the Northwestern "conspiracy" was an ill-advised and censurable effort to enforce what they believed to be justice for one of their members, and we believe that Mr. Wilkinson himself will now admit that it would have been better to have acted as suggested above in this article. We have expressed our opinion also in this article, as well as on other occasions, as to the policy of trainmen in different branches of service being members of the same organization. It is a fact, as we are informed, that Mr. Wilkinson is in favor of one organization for all, and it is possible that he has said that inside of five years all would be in one organization, but we believe that inside of five years he will be convinced of his error by members of his own organization, and certainly, if it can be shown that his idea is to wreck other organizations to build up his own, he will learn the errors of his ways in a much shorter time. If he said what is quoted, we believe that it was merely an expression of his opinion as to what would come about naturally through the conviction of the employes that such a result would best serve their interests and not at all as a threat. Certainly Mr. Wilkinson is not so foolish as to make such a threat if his purpose is war. Wrong-doing on the part of Switchmen does not excuse wrong-doing on the part of the Trainmen, neither does error or wrong doing on the part of the officers of the Trainmen excuse the officers of the Switchmen in persisting in a wrong course nor in engaging in a "conspiracy" with another organization in order to revenge themselves on the Trainmen.

And finally, would it not have been much better if the switchmen in the Northwestern yard, notwithstanding the alleged action of Superintendent Miller, had continued at work, placed the matter in the hands of the Council and awaited the result? And even after the strike and the reinstatement of Crowe, would it not have been better if Grand Master Sweeney had "read the riot act" to them as he did to the members at Glenwood and refused to permit them to demand the removal of McNery until after that had been submitted to the Council? THE CONDUCTOR is ready to concede freely, that while the Switchmen have, in several instances, been hasty to strike in violation of their laws, they have always to the best of our knowledge, been ready to support others when in trouble, and perhaps would act just as hastily in case of a grievance of the members of some other organization as in one of their own, and THE CONDUCTOR certainly does not wish to do them any injustice in its statement of the

facts as it understands them nor in the conclusions which it draws therefrom. And finally, may we not be excused for not being as well informed in regard to this matter as you perhaps, since we were absent from the office at the time of the dismissal and until the first of June and then dependent principally upon the daily press for information until after the receipt of the different organization publications—only one of which came to hand before the article in the JUNE CONDUCTOR was printed—and which article expressed practically the opinion of the executive of the Order who had the same information that the writer had?

THE LEGISLATIVE SCARECROW.

In the May 1st CONDUCTOR appears a communication from Brother W. H. Stonehouse, in which he takes the farmers of Iowa to task for their alleged persecution of railways and which will probably be considered by our readers as in reply to the editorial in the April 15th CONDUCTOR, although it was not so intended by the writer as it was received in this office before the editorial was in type. The intervening Grand Division and a want of time has prevented notice of this communication sooner, but as it has the effect of a reply, we wish now to briefly note the error of some of the assertions and to show the fallacy of the deductions from causes which are imaginary.

If this subject was of interest in Iowa only, we should not devote so much space to it, but as it certainly is of much importance to employes everywhere, and particularly in a number of the western states, we believe it is space well used and we invite discussion on the subject.

"Of the thirty-four railway companies that made a report to the Iowa Railroad Commission, for the year ending June 30th, 1889, twenty-seven of them failed to pay any dividends and the seven that did pay were all large systems, draining immense territories with a net work of feeders in other states." Before going further we wish to say, that we believe Brother Stonehouse to be entirely honest in his statements, but that he has allowed himself to be, to use a slang expression, "pumped full" by some one else. We believe railway employes should be faithful to their employers interests and should earn by loyal service in their respective lines of duty, the wages that are paid them, but they are not paid to aid the companies in injustice and oppression, nor in endeavoring to create a prejudice against the farming interests of Iowa by misrepresentation, and what is true of Iowa is true of other states as well. The writer must plead guilty to having labored under just such prejudice as that against which he now writes, and in years gone by has denounced the "granger legislation" against railways, particularly that of the seventies, but with the knowledge gained during the past years, cannot refrain from cautioning employes to be careful in their action in regard to these matters. Learn the facts and judge dispassionately, but do not permit yourself to be made a tool of by your employers, and do that which will certainly be to your disadvantage in the near future.

It is true that thirty-four reports were filed with the commission in 1889, but it is not true, as would be inferred that there are thirty-four companies operating railways in Iowa, a number of

the reports being made by the same company, as for instance the C. B. & Q., which files separate reports for the St. L. K. & N. W., C. B. & K. C., K. C., St. J. & C. B. and half a dozen or more branch lines built by separate companies but owned and operated by the C., B. & Q.; we have not looked up the matter of just how many and what roads paid dividends during that year and do not care, but of twenty-four roads that report their operating expenses and earnings, eleven show net earnings after paying operating expenses and all fixed charges, including taxes, rentals and interest, and ten roads report net earnings over all expenses in Iowa, while one of them, the B., C. R. & N., a distinctively Iowa road, reports net earnings in Iowa over all expenses of nearly \$76,000, while its net earnings on the entire road are but a little over \$62,000, showing that Iowa earnings made up a deficit on the whole line. The C., B. & Q., whose earnings and expenses are not given in the table from which we quote, (page 63, report year ending June 30th, 1889,) and which is not included in the above, paid during that year, \$3,055,684 in dividends on its common stock and \$4,780,774 interest on bonds, and the road is bonded for \$97,705,050, while the stock amounts to \$76,394,505 or a total of \$174,099,555, which is \$36,122.89 per mile. The cost of roads in Iowa is reported as varying from \$6,166.50 to \$50,371.39, the latter being the Chicago, Kansas City and St. Paul.

It is true, that there is shown by the reports to have been a less number of employés during 1889 than during 1888, but it is a fact well known to every one having the most superficial knowledge of railway matters, that during the past ten years there has been a steady decrease in the number of employés in comparison with the business; a few years ago, an ordinary freight train on the average Iowa road was sixteen to twenty cars, the cars weighing from 18,000 to 22,000 pounds, and the load from ten to twelve tons per car; three brakemen were employed on this train; now an ordinary train is from 24 to 30 cars weighing from 30,000 to 36,000 pounds, with a load of from twenty to thirty tons each and a locomotive more than double the weight of the old one, with but two brakemen. A few years ago eight to ten men were employed on a section of five to six miles; now but three to six men are employed and in winter this is cut down to, in some instances, one man besides the foreman. It is also a well known fact that for the last fifteen years, railway companies have taken advantage of every shadow of an excuse to cut down the wages of employés either by a direct reduction, or indirectly by compelling two men to do the work of three. This of itself will account for a reasonable decrease of employés where business has not increased and it is a fact that in other states besides Iowa, there has been a decrease in the number of employés with an increase of business and how hollow and inconsistent this cry that the railroads have been compelled to dismiss men on account of legislation when we consider that during 1889 the tonnage carried in Iowa was 346,270 tons greater than the previous year; that the gross earnings in Iowa were \$37,469,276.26, an increase of \$173,689.58 over the previous year; that the net earnings were \$11,861,310.09, an increase of \$862,387.19 over the previous year, and lest some one shall say the increase was on account of increased

mileage, we remind our readers of the much advertised fact that "owing to adverse legislation, no road was built in Iowa," and to the fact that the earnings per mile as shown by the reports were \$1,378 for the year ending June 30th, 1888, and \$1,421.19 for the next year. And finally that the Iowa rates about which so much has been said, apply only to freight originating and terminating in the state or *only four per cent* of the entire business. It is also a well known fact that trains were taken off by railroads all over the state, particularly on branch lines and one crew was in many instances, made to do the work of two and this alone would entirely account for the decrease in employés. The decrease in operating expenses during 1889 over the previous year being \$689,197.75, and it is a further fact that during the entire time that so much complaint of legislative rates was heard, the great majority of freight was being carried at rates *less than those fixed by the Commissioners*.

Advantage was taken of the opportunity offered and during the spring, the C., B. & Q., following its usual custom upon finding itself falling behind on account of the Northwestern-Union Pacific agreement for one cause, decided to make it up by cutting down its employés. It did not dare to make any direct reduction of wages, but announced that owing to decreased revenue it must decrease its expenses by reducing its force and that every man who could be spared would be dismissed and accordingly a large number of men were dismissed, and to placate them they were told that the "farmer legislation" was to blame, and it was echoed and re-echoed over the state, although no one thought to ask why the dismissals in Nebraska where the "farmer legislation" was defeated were much more numerous than in Iowa. As we view the matter, the last man on earth who should make any partisan warfare in behalf of the railways, is an employé of the C., B. & Q., a company which has always been the first to reduce wages, indirectly when it feared to do so openly, the last to ever make any advance and then only under pressure, and a company which to-day and for years past has, on a great portion of its line, discriminated against members of the Order of Railway Conductors and dismissed employés to whom it owes a debt that it can never repay and this proscription too, was vigorously enforced when it had not the poor excuse that the Order had eliminated the strike clause from its laws. Now as to receivers: in 1887, seven Iowa roads were in the hands of receivers; in 1888 six; in 1889, five, including the Central Iowa and the Centerville, Moravia & Albia, both of which were reorganized early in 1889, the latter being leased by the Keokuk & Western, while in 1890 and at the time Bro. Stonehouse wrote, there was but one road, the Minneapolis & St. Louis in the hands of a receiver. We find from the report of the Commission for the year ending June 30th, 1890, that the gross earnings in Iowa was \$41,318,133.69, an increase of \$3,848,857.43 over the previous year. The net earnings were \$27,296,283.93, an increase of \$2,160,539.67 over the previous year while the operating expenses were increased only \$1,688,317.76. The published reports of Iowa roads almost without exception, for the first quarter of 1891 showed increased earnings over corresponding periods for 1890 and in the face of this, the C., B. & Q. dismissed men and

complained that laws enacted three years previous were the cause. There was at the time, no prospect of additional legislation nor was there any talk of it. There had been some agitation in regard to increasing the amount of the railway assessment, but the matter had been settled by the proper authorities by a slight increase before these dismissals occurred and the increase was so slight as to cut no figure in the matter at all. The total number of employes during 1890 is shown by the report to be 27,879 and notwithstanding the dismissals by the C., B. & Q., which as above noted were principally in another state, the number in 1891 will be shown to be considerably greater than in 1890 and it is safe to say that April 1st, the number was greater than in April 1890 instead of "5,000 less" as claimed by Bro. Stonehouse.

The reports of the companies themselves establish beyond contradiction, the fact that there has been no decrease in earnings of Iowa roads at any time since the legislation complained of and they further establish the fact that while railways were making a great complaint about the rates made for them by the Iowa Commissioners, on only four per cent of their business, they were making rates on the balance, so low that when the four per cent is included the average is less than the Commissioners' rates. If any one has driven 10,000 men out of the state, it is the railways themselves, though it is gross exaggeration to make such a claim. If the money circulation has been reduced it has been caused by the greed of railways like the C., B. & Q. that wish to pay interest and dividends on a valuation of over \$36,000 per mile while they state that the cash value of the road is \$7,000 or \$8,000. It is true that there are political demagogues who cry out against the railroads for effect and who for a time may mislead some of the people, but the citizens of Iowa are too intelligent to be long misled by such men and they do not desire to "crucify the railroads;" and it is equally true that there are demagogues on the other side who endeavor to, and have in some instances, misled railway employes and who would have us think that the railroads mustn't be interfered with in any way and that it is ruin to the roads, the employes and the state to think of such a thing as regulation of rates by legislative enactment. There is no place in the United States where the people have suffered so much from unjust and unreasonable discrimination, as Iowa and it is not particularly to be wondered at that the farmer who has paid, say \$40 per car for his stock from a point a few miles east of the Missouri and goes to Chicago on the same train with the stock man from Omaha who pays but \$18 or \$20, should feel that a little regulation is necessary. The wonder is that with the provocation given in the past, the farmers and shippers generally have not been more unreasonable than they have nor can we see that it is any thing to be surprised at, that occasionally a person can be found who wishes to make the roads suffer in revenge for the way he has been misused in the past.

Is there a railway employe of any class or grade who does not sympathize with the Alton in the present struggle with the Western Passenger Association trying to boycott it, and for what? Not for cutting rates nor for any violation of law, but simply because the Alton will *not* cut the sal-

aries of some of its employes by refusing to pay commissions to agents who sell its tickets and these roads are willing to precipitate a passenger rate war, when as in similar wars in the past, passengers are likely to be carried for half a cent per mile or less because the Alton will not cut the pay of its ticket agents. And yet if there is any talk of legislation reducing passenger rates to two cents per mile, we hear that it will bankrupt the roads. The next Iowa legislature will pass a two cent fare bill and we sincerely hope that the employes of the state will not permit themselves to be fooled again as they were three years ago. Bro. Stonehouse asks where the laws are that have been framed for the benefit of the laboring man in Iowa; that they are not so plenty as they should be, we willingly agree, but it was a former legislature that enacted the law which makes railway companies liable for damages or injury caused by negligence of a co-employe. It was the former house in 1888 that passed almost unanimously the resolution asking national license legislation and it was the railway attorneys in the senate that buried it when it came there. It was the same former house that passed the "black-list bill" that was buried by the railroad attorneys in the senate, and it was the railway attorneys in the senate that buried the bill prohibiting railway companies from compelling their employes to buy brass box covers for their watches at from \$5 to \$15 each. It was a former legislature that enacted the law requiring automatic couplers and brakes, and though we believe the law to be a mistake, we believe the members who supported it did so solely in the interest of the employe. It was the railway attorneys in the senate, who aided by a few honest friends of the employes in the senate, who acted against their convictions because of the general sentiment among railway employes that its passage would work injury to them, defeated the two cent fare bill in 1888. The employes were honest in their convictions and their work against this particular legislation but they should have learned by developments since then that they were deceived and mistaken. Never yet has the employe asked for legislation, no matter what it was, but he found arrayed against him, the railways in solid phalanx and never has he obtained any legislation for which he is not more indebted to the representatives of the farmers than to any others, and in the agricultural states at least, it will always be so. It is no particular wonder that legislation requested by railway employes in Kansas failed when the first thing they did was to antagonize the farm and shipping interests by opposition to legislative control of railway rates. We credit the Kansas employes with sincerity and honesty of purpose and we know enough of them to know that they were not driven to such opposition by their employers. They were simply deluded and cajoled into thinking that the farmers wished to ruin the railroads that they might benefit themselves and they were deceived by the misrepresentations and falsehoods in regard to Iowa which have been so widespread. It is likely that there were demagogues in the Kansas legislature, but they certainly could not have been in the majority. When any injustice is proposed by any legislation *THE CONDUCTOR* will protest against it, no matter whether it be in the interest of railways, the employes or the farmers, but even granting that un-

just legislative restrictions are sometimes proposed in regard to railways, we believe the employes would act wisely to take no part, at least so long as the railways are determined in their opposition to anything that we ask. We have tried the golden rule with them long enough to thoroughly test its utter inefficiency so far as railway corporations are concerned. The writer admits with regret that he was caught with the balance of the boys in the past and being a member of the state committee of the Order, was by circumstances forced, though much against his inclination and opinion, to enter a feeble protest against a two cent fare bill; but we should all be wiser now and should not repeat the mistakes of the past. In conclusion we echo Bro. Stonehouse's appeal: "Let us vote and work for ourselves in future." But let us be sure that it is for ourselves and not for the companies and against ourselves. Let us work hereafter with those who have aided us instead of opposing them and working with those who *always*, without exception, oppose us.

THE "AIR LINE" COLLECTORS.

A bitter feeling exists among the conductors. While they will only have to look after the running of the train, it is humiliating to think that they are not trusted. The conductors on the Air line are mostly old men in the service, the shortest term of any on the road being five years. All the collectors will have to do is to collect tickets and what cash fare happens to be paid them. The salary is \$75 per month.

The system has been tried by a great many roads and has proved a complete failure on all of them. The Ohio & Mississippi company is the only railroad that employs collectors. The Wabash, after a short trial of this system, gave it up as a bad job, deeming their conductors more reliable than the collectors. The Atchison, Topeka & Santa Fe road also grew tired of the collectors, as did the Chicago, Milwaukee & St. Paul. Mackey's new men will go on duty this morning at St. Louis and Louisville. Six in all will board the passenger trains. This system will be in vogue over all the Mackey lines in a short time. The cash fare which is collected on board a passenger train does not amount to much, as the ticket agents on the Air-line are all paid a commission, and sell a ticket if such a thing is possible.

Railroad magnate Mackey's agility in making official changes is remarkable. A new scheme has just been brought to light, which is said to have been conceived in one day, and will go into operation to day.

Saturday night Manager George F. Evans received word from his august President that after July 1 every passenger train on the Air line road would have a collector of fares aboard. Mr. Evans was dumbfounded. He wired to Mackey asking particulars. Mackey insisted on the move. Mr. Evans protested, but all in vain. He pointed out where the system had proved a complete failure on other roads, and spoke of the honesty of Air-line conductors, but it didn't go, and the collectors will to-day board every passenger train on the Air-line road and take charge of the tickets and fares.

This is about the most peculiar action in view of the present circumstances and the recent

changes in the Air-line management that could have taken place. Mackey has virtually destroyed a greater portion of the Air-line passenger business out of this city, and it is hard to account for the step he has taken, when there will be less use for collectors than heretofore. They go on this morning, however.

The six collectors who go on this morning are all inexperienced, as no railroad men would take the position.

Of the six men, two are residents of this city—M. G. Craig, late of the passenger department, and D. C. Vaughn, late of the freight department. The other men will come from Evansville and St. Louis.

General Passenger Agent Shattuc, of the O. & M., is responsible for the statement that the system on his road was very unsatisfactory.—*Louisville Commercial*.

As will be seen by the above, another road has tried the experiment that has been tried and acknowledged a failure by so many. So far as the Air-line is concerned, it is stated that the officers have always claimed to have had explicit confidence in their conductors so much so that they state that spotters have never been employed, and the only reason for suspicion now, is that a dozen of mileage tickets with a few miles left in each was found in the hands of a St. Louis saloon keeper who offered them for sale so cheap that they *must have been stolen by some conductor*." A good and sufficient reason truly, and President Mackey undoubtedly thought he was going to unearth a gigantic conspiracy to defraud the company, as no notice was given the conductors nor any official information of any kind until July first when a collector boarded each train, accompanied by an officer of some degree who accompanied the collector over the road and endeavored to teach him his duties, the general manager accompanied one of them a round trip to teach him. So far the usual result has followed and the earnings of the trains have shown a decrease instead of the enormous increase that was undoubtedly expected by Mr. Mackey from his *coup de maître*, resulting as usual from the inexperience and incapacity of the men employed, who are as a rule unable to make the required reports without the assistance of the conductors, which notwithstanding the natural feeling among the conductors over what seems to them a public humiliation, is willing and cheerfully given and instead of declining to give any information or aid, as might reasonably be expected they would do under the circumstances, they are aiding the collectors in every way possible.

It may be looked upon as heresy by some, but THE CONDUCTOR is of the opinion that it would be a relief and a benefit to conductors if the system of collectorship was placed in universal use by all the railways in the United States. If the practice was general, it would relieve conductors from being dogged by irresponsible and dishonest scamps who for self interest will endeavor to blacken the character of any man, and if universal instead of the exception, it would not carry with it the humiliation of an indirect charge of dishonesty against conductors. That it should cause a bitter feeling among conductors now when it is universally accepted as a charge of dishonesty, is not to be wondered at and while railway officers may say that it is not

so intended, circumstances prove their assertions to be false in many instances and particularly in this, where the alleged reason is the finding of a few remnants of mileage tickets in the hands of a saloon keeper and where the management have singled out only a small portion of the road and have, by the act, placed an unjust reflection upon the passenger conductors of the Air-Line division of the Mackey lines. Experiments in the way of ticket collectors have been going on for the past fifteen years, commencing in 1876, when the Pennsylvania placed collectors on its trains to, as stated at the time, relieve the conductors during the enormous traffic that was expected for the Centennial exposition. No murmuring was heard from anyone on account of this action, and it was looked upon by the conductors employed on that system as a favor to them. Some surprise was expressed and a little fault finding was heard when the collectors were continued in service after the passenger traffic had resumed its wonted volume, but it was not general, nor was there any general dissatisfaction for the simple reason that at that time placing the collectors on trains was not understood to be a direct insinuation against the integrity of the conductors. After a trial of a short time the collectors were removed from the trains on the entire system with the exception of one division, the Northern Central. This was felt to be a reflection on the conductors of this division, inasmuch as the passenger business was much lighter than on some other divisions, and consequently there was much dissatisfaction and no little surprise was felt, as the then superintendent, Mr. Robert Neilson, was known to be a man who was universally just and considerate to his employes. As we remember it, there was never any formal action taken by the conductors, but the dissatisfaction became so general and widespread that individual conductors went to Mr. Neilson and asked him why the collectors were retained there after having been removed from all other portions of the system. Mr. Neilson replied in substance that he could not prevent the working of the trains by spotters under the direction of the passenger department; that he believed he had good conductors and wished to keep them, and knew that if they were subjected to the reports of spotters that he could not prevent the dismissal of some, and that it would be a source of continual annoyance to both himself and the conductors; that he could replace the collectors at any time and without trouble but that he could not always replace the conductors to his satisfaction, and that consequently, so long as he had influence enough to accomplish it, the collectors would stay on the Northern Central and they *have* staid and are there today; collectors are continually being changed, (very much oftener by the way, than conductors on other parts of the system,) but to the best of our recollection and knowledge, there has been not to exceed one or two dismissals of passenger conductors on the N. C. during the entire fifteen years and if left to the decision of the conductors employed there, the collectors would not be removed. Aside from this one instance there is not a case on record where the company that has tried the experiment of collectors has not been glad to find an excuse to get rid of them and it is a noticeable fact that while collectors have been tried, found guilty and

punished for dishonesty, no conductor has ever been convicted for dishonestly retaining fares paid him or tickets collected by him and almost universally, the evidence on which they are, without trial, convicted by the interested officers, is so slight that they dare not make a charge of dishonesty but hide behind the subterfuge of "unsatisfactory service." The C., M. & St. P., deviated slightly from the precedent established in other cases and instead of placing collectors on all trains, picked a few men with special (?) qualifications for the service required, particular attention being paid to the matter of honesty and integrity and a considerably higher salary was paid them than had been paid the conductors for both running the train and attending to the collections, and an average of one collector on each division was employed who was to "change around" making a trip occasionally with each conductor and particular instructions were given that the conductor should not be permitted to know in advance when he was to have a collector, this probably to prevent the conductor from advising by special messenger or otherwise, the traveling public not to ride on his train on that trip. The reports of cash collections by the collector on his occasional trip were to be compared with all the reports of the conductor and if the average cash collections of the latter did not equal the incidental collections of the former, the conductor was assumed to be dishonest and punished by a retention of a portion of his pay. It is well known by all who travel, that there is not a conductor in the United States the time of whose train will permit it, who does not occasionally wait for the sole purpose of permitting some belated passenger to purchase a ticket, and it is universally done when possible, and requested, and when a conductor is asked, as a majority are every day, "will it make any difference whether I pay on the train or get a ticket?" the universal reply is "get a ticket and I'll wait for you." Yet to still further prevent the guilty conductor from taking advantage of the collector, whose standing did not permit his honesty or integrity to be questioned, the conductors were informed that if they waited for passengers to get tickets when a collector was on the train, they would be unceremoniously dismissed. These immaculate men, of unimpeachable character, selected and paid an unusual salary because of the fact that their standing would make it impossible for them to yield to any temptation, had been employed for a few months only when some of them were dismissed, and dismissals continued occasionally during the entire time they were employed, and the alleged reasons were dishonesty and intoxication, and notwithstanding the fact that it is stated that they have *not* been removed, it is a fact they *have* been practically removed from all but suburban trains, where more than one man is required to attend to the collections, though to keep up appearances a suburban collector is occasionally sent out on the road.

It should not be understood by any one that THE CONDUCTOR does what it censures others for doing and accuses the collectors, as a class, of dishonesty, as railway officers often accuse conductors. It does not do anything of the kind, and on the other hand it believes that the collec-

tors, as a class, are as honest as any other class of men, and it believes that in many cases they, as well as conductors, have been made the victims of the professional spotter, but it objects strenuously to the apparent supposition of Mr. Mackey that the Air Line conductors are dishonest, and that he can hire absolutely honest men as collectors for \$75 per month, or that the C. M. & St. P. could do so for \$125 per month. There are many trains in the United States where a conductor ought to be relieved entirely from any other care than that of running the train, particularly out of the metropolitan cities where trains are but a few moments apart, and railway officers can rest assured that whenever they can unite and arrange for relieving the train conductor of responsibility for the collections in such a way that placing collectors on trains will not be an almost direct charge of dishonesty against conductors, they will be met more than half way by the conductors themselves, and the conductors will also see that the present losses from the inexperience and incapacity of many of the collectors are prevented instead of quietly smiling over them as now. It is not the system of collectors to which conductors as a rule object, but it is the humiliating position in which they are placed before the public and their friends by such action as this of Mr. Mackey's. These conductors on the Air Line have been employed there for years; are well known and are all respectable and reputable citizens, yet because a soloon keeper has managed to get hold of a few scraps of mileage, it is concluded that they are dishonest, and they are so publicly branded by this action, yet they are prevented from taking any particular action in the matter because of the fear that if they do so it may possibly create a suspicion and surely will give the management the opportunity to make the accusation that they object because they have been dishonest and fear that the collectors may demonstrate it. Every honest and fair-minded man will readily appreciate the position of these men, unless they are dishonest, and certainly no one but Mr. Mackey can possibly believe that they are, and he will not dare say that he thinks it, and all such will join us in unqualified condemnation of the unfairness and injustice with which they have been treated.

THE ERIE ACCIDENT.

The recent horrible accident on the Nypano division of the Erie, where a fast freight ran into the rear end of a passenger train, causing the death of some twenty people, and the mutilation of as many more, is one of, if not the worst, that has ever happened on that road. The newspapers, at the date of this writing, seem to generally place the blame upon the conductor and brakeman of the passenger train for failing to properly flag the freight, but with limited information at hand, it seems to us that this conclusion is hastily arrived at and not likely to be sustained by investigation. The collision occurred at Ravenna, a fast freight colliding with No. 8, the limited east bound passenger. A so-called official dispatch states that it occurred eight minutes after the passenger train stopped at Ravenna, which is a regular stop for No. 8, as shown by the Official Guide. As shown by the Guide, Kent is the first station west of Ra-

venna, and consequently it must have been as far west as Kent that No. 8 passed the freight train. The distance is seven miles, and if the management of the road permits a freight to follow a fast, limited passenger train so close as to arrive at a point seven miles distant from where they are passed, only eight minutes behind, it is clear to us that that management is not free from blame for the accident, even if the brakeman of the passenger train did not flag at all. Some of the published statements say that the brakeman went only a few feet behind his train, while others say that he went as far as possible in the time he had. The latter we believe to be the most probable, for we can't believe that any conductor who has been on the Nypano long enough to be in charge of a train like No. 8 would neglect to see that his train was properly protected, particularly after having just passed a fast freight train.

One thing is sure, had the freight train, as all fast freight trains should be, if no other, been properly equipped with a power brake, the accident would, in all likelihood, have been prevented, or if not, the damage would have been slight, and no loss of life or personal injury would have resulted. The damage to the Erie in reputation and business, as well as the actual cost, would have equipped a good many box cars with the Westinghouse brake, and its expenditure at the proper time would have saved a good many valuable lives.

A number of old conductors have been dismissed by the Illinois Central without any reason being given. A committee is now in Chicago, as this is written, to request that a reason be given. Mr. Harrahan is generally given the credit for making the dismissals, but in our opinion it is an error for we do not believe that he is a man who will order dismissals without cause, and without informing the dismissed as to the cause. Certainly his previous record as a railway manager does not warrant such an accusation against him. Some years ago the passenger department of the I. C. had the trains worked by "spotters," and a number of conductors were reported and marked for dismissal, but Mr. Jeffery vetoed the matter by saying, that no man should be dismissed on the report of such men as those who made the report while he was general manager. Some two or three years ago a gang of "Pinkertons" located themselves at Fort Dodge, and commenced to "work" the Central, whether employed by the company or on their own responsibility is not known, but they were probably employed. One of them indulged in slough water to such an extent that he "gave away" the scheme, and so much indignation was aroused that the whole outfit disappeared inside of three days. The recent dismissals are probably the result of another raid of this character. If the company can show cause for the dismissals, the conductors will have nothing to say, but if they are dismissed on the unsupported reports of the ordinary "spotter," the end is not yet, so far as those are concerned who are members of the Order of Railway Conductors

Here is a tracer for D. S. Gibson and W. H. Gehman, of Horton Division, No. 226. If found note condition and advise the secretary.



The *American Federationist* has been metamorphosed into an eight page four column paper and appears from Indianapolis as *The National Federationist* and it is announced that Mr. W. H. Johnson withdraws and the paper will be continued by Mr. C. W. Martin. There is a marked improvement in the last issue over any previous one and we hope that the improvement will continue; a paper that claims to be the "official organ" of any organization should give the names of the officers of that organization correctly. We wish Bro. Martin success and hope that he has found a permanent abiding place in Indianapolis.

The first number of volume II of the "*Outing Weekly Tennis Record*" for the season of 1891, was published on June 13th and it should be read by every devotee of the delightful game. It is the official organ and bulletin of the United States National Lawn Tennis Association, and bears the endorsement of Charles E. Stickney, secretary of the organization. The "*Weekly Record*" is tastefully gotten up, and, in addition to all official records up to date, contains portraits of noted players, a department of "Club Gossip," "Current Chat," "The Referee," and editorial paragraphs from the pens of prominent tennis players, while club matters, personals, etc., lend additional interest. The principal editorials refer to the new committee and amended rules of the U. S. N. L. T. A. The "English Letter," an article on "Mixed Doubles," and "Tennis in the South," are special features of a most attractive number.

The *Neodesha*, (Kan.) *Register* comes to us with a railroad page ably edited by C. C. Crouse a "Frisco" engineer who seems as much at home with the pen as with the throttle and who makes an interesting paper for railway employees. We note that in Kansas as in some other states, there is a feeling of opposition between employes and farmers. This is all wrong and we caution the railway men of Kansas to be careful in their opposition to the farmers. The employes and the farmers are natural allies instead of enemies, and it is to the representatives of farmers that railway employes are indebted for any legislation that they have procured and always too, in the face of determined opposition from the railroads. Don't join in the cry of "confiscation" because some railway officer or attorney asks you to. If railways will put an end to wars between themselves and stop rate cutting, they need not fear legislation and setting aside all interests but that of self, we must have the friendship and support of farmers to get justice for ourselves and if we con-

tinually oppose everything that they ask, how can we expect their aid? Think this matter over very carefully Kansas brethren.

The *Cologne Gazette* of June 15 has an account of a railroad accident at Basle, Switzerland, in which an excursion train was precipitated into a river and a number of lives lost. That the entire number of passengers was not lost is due to the Westinghouse airbrake. The account says:

"The unfortunate train was filled with passengers, because many people from Basle were going to visit the singing festival at Moenchenstein. The new bridge close to the station spans the River Birs above rapidly flowing waters. The train consisted of two engines, two fast freight cars and ten coaches. The bridge broke in two, the entire first part of the train was precipitated into the river, but six coaches remained on the track held there by the tearing apart of the coupling which brought the Westinghouse automatic brake into action and resisted further progress. Up to the present 65 bodies have been found. Forty-one seriously injured passengers are lying in the Basle Hospital. The work of clearing away the debris is being performed slowly."

Since the departure of Amelie Rives Chanler from this country almost immediately after her marriage, we have had only brief newspaper paragraphs concerning her life and literary intentions. Not a little curiosity has been displayed as to the possibility of her complete withdrawal from the field of letters. It is now nearly three years since anything of importance has appeared from her pen, but no one has believed that the exceptionally brilliant author of "A Brother to Dragons" had finished her career as a writer. A recent paragraph in the daily papers announced the fact that Mrs. Rives Chanler was hard at work upon a new novel destined to arouse the entire literary world by its artistic merit and bold originality. There have been many conjectures advanced as to the probable source through which the new novel would be given to the public. Notwithstanding the high prices which Mrs. Chanler demands for her manuscripts, it was known that many publishers were in the field in competition for her latest work. While many rumors were afloat, the *Cosmopolitan Magazine* had quietly secured it and placed it in the hands of a famous artist in Paris for illustration. It is announced now that the first chapters will appear in the August number of the *Cosmopolitan*, and that, in the estimation of critics who are most competent to judge, this last story will be the most finished, as well as interesting, product of this versatile Southern

pen. The story is likely to be the literary sensation of the year. Its publication in the *Cosmopolitan* is a guarantee that it will contain nothing of the kind that excited criticism in Amelia Rives' earlier productions.

The July *St. Nicholas* has a rich abundance of the short and bright articles which children are so fond of reading, there being thirty items in the table of contents.

The first story "Rescued by the Enemy," deals with the defeat of a party of marauding "Whale-boat-men" on the north shore of Long Island in Revolutionary days, by the timely arrival of some British Marine officers. It is illustrated by Birch, one of the pictures forming the frontispiece.

There is an account of "Douglas Jerrold" by his grandson, Walter Jerrold, with a portrait; and there is a story of adventure, "Storm Bound Among the Clouds," describing a perilous climb across a terrible icy slide. Two more of the humorous "Swimming-hole Stories," by Walter Storrs Bigelow, will delight the boys, and bring memories of happy days by the river to their elders. Mary Shears Roberts writes of "The Home of the Empress Josephine," and shows a photograph of the statue at Martinique of the Creole empress.

A pleasantly quaint story is "Letty Penn's Visit," showing how a daring little Quaker girl danced a wild Indian dance to amuse the daughter of the great founder of Pennsylvania.

In the "Tongaloo Tournament" we hear the fate of a commercial enterprise to Corea; but we feel sure that few readers will give implicit faith to the story, which is cleverly illustrated by Bensell.

The serials by J. T. Trowbridge and J. O. Davidson are full of incident, and of the bright verse and funny pictures we can specify only a few: "A Suggestion" to the Weather Bureau will win hearty endorsement; Birch's "Young Pan" is charming, as are his pictures to "A Bachelor of Maine," by Ellen Douglas Deland; Mildred Howell's sings "A Song of Folly," and illustrates it with a clever pencil; and Oliver Herford shows us a giraffe who complains that his hot tea cools before he can swallow it. A bright bit of verse by H. A. Ogden is the third item where author and illustrator are one person, and there are many more nuggets, including a sunshiny sketch, by Brennan, of a little girl going to post a letter.

Maurice Thompson has a lyrical poem, "In the Clover," illustrated by Harry Fenn, and for the other features we recommend the adult inquirer to submit the number to his young friends, and to watch them read it.

Scribner's Magazine for July (beginning the tenth volume) has its leading article on a subject which attracts particular attention at this season—"Speed in Ocean Steamers." The author, A. E. Seaton, is connected with a large ship-building firm in England, and makes perfectly plain to untechnical readers the various conditions which must be borne in mind in designing ocean greyhounds, and the most advanced methods which have met them. The illustrations show a number of the fastest steamers afloat. This issue contains also two illustrated out-of-door articles—one on "Izard Hunting in the Spanish Pyrenees," and the other on "Fishing for the Black

Sea-bass on the Pacific Coast." The number is unusually rich in fiction, containing four complete short stories; by George A. Hibbard, the late John Elliott Curran, Edith Wharton, and George L. Catlin, U. S. Consul at Zurich. There are three articles of political importance—one on "Starting a Parliament in Japan," by Professor John H. Wigmore, of the University of Tokio; another giving a civil engineer's glimpse of the revolutionary Republic of Hayti; and a third summarizing the romantic history of outlawry on the Mexican border. A picturesque account of an old Danish town; a literary essay of unusual quality on Landor, and poems by John Hay and Mrs. James T. Fields, complete a number of remarkably varied interest. The frontispiece is the last one of Mr. J. R. Weguelin's notable full-page illustrations for selected Odes of Horace.

A portrait of Horace Greeley forms the frontispiece of the *Century* for July to accompany a hitherto unpublished address by Mr. Greeley on Abraham Lincoln, which, coming after the Hay and Nicolay history, and Mr. Schurz's review of the same, will be read with particular interest, not lessened by the knowledge of the peculiar relations which existed between Lincoln and Greeley. The address was written in or about 1868 and is printed from the original manuscript.

The paper in the *California* series this month is one of peculiar interest, being an account by Mrs. Virginia Reed Murphy of her experience as a girl in making the trip "Across the Plains in the Donner Party" in 1846. Mrs. Murphy's account being, it is believed, the only narrative published by a survivor of the ill-fated party. The record of these terrible occurrences is told with simplicity and delicacy, and with an attractive touch of pathos. The paper is copiously illustrated with pictures of notable scenes on the Overland Routes. A supplementary note describes the arrival of overland trains in California in '49.

An important paper by Dr. Albert Shaw, in his series on Municipal Government, describes the government of Paris, which he calls the "Typical Modern City," and which is treated of in all the prominent relations of the city to its people,—the police administration, the gas and electric light supply, etc., etc. Dr. Shaw calls Paris "the best lighted city in the world," and narrates what it does for its citizens and what it all costs. This paper strikes into the midst of a host of current discussions of municipal government.

A paper by Joseph Pennell, illustrated by himself, gives a picturesque description of Provencal bull-fights, in which, as the author says, there is much sport and little, if any, cruelty.

Mr. Hopkinson Smith, the author of "Col. Carter, of Cartersville," contributes an idyllic paper entitled "A Day at Laguerre's," it being a description of a bit of Paris on the Broux river near New York.

Major G. W. Baird furnishes a paper on "General Miles's Indian Campaigns," Major Baird having been a member of his staff. The narrative covers the numerous campaigns of General Miles since '74 against the hostiles, including the operations that culminated in the death of Sitting Bull. The paper is illustrated by a recent portrait of General Miles and by several typical drawings by Frederic Remington.

The secretary of Delaware Division No. 37, wishes to learn the address of I. F. Davidson. Can any one inform him?

Sioux City is again making preparations for its Corn Palace, and promises a grander palace, and greater success, than ever before.

The secretary of Denver Division, No. 44, requests all absent members of that Division to at once send him their addresses.

Inquiry is made by the secretary of Pueblo Division, No. 36, for Brother E. C. Haverly, who was last heard from at Salt Lake City.

From Kansas comes an inquiry for the member elected by Chanute Division as correspondent and a member wishes to insert a "lost, strayed or stolen" notice.

We regret to learn of the continued illness of the wife of Brother C. E. Stickels, who was prevented from attending the Grand Division by the sickness of Mrs. Stickels.

The secretary of Slater Division, No. 212, wishes to hear from John A. Walters. And by the way, John, the secretary is Rilea about it now, and you had better show up.

It is reported that in order to "retrench," superintendents and other officials of the "Big Four," will hereafter be required to pay their own expense accounts when on the road.

The Ladies Auxiliary was duly recognized and authorized by the late Grand Division of the Order and we hope it may encourage the ladies in their good work, and that they may meet with unbounded success hereafter.

A monster union meeting of members of the different organizations of railway employes was held at Scranton, Pa., May 31st, and was addressed by Lieut. Gov. Watres, Mr. Powderly, S. E. Wilkinson and others.

On the evening of June 10th, Capital City Division No. 3, of the Ladies Auxiliary, gave a reception and entertainment at Wells' hall in honor of the Grand Division. We are under obligations

for an invitation to be present, which much to our regret we were unable to accept.

Brother J. P. Forrest, trainmaster on the B. C. R. & N. at Estherville, Iowa, and a member of Division No. 58, has just been elected Eminent Commander of Esdraelon Commandery No. 52, K. T.

Two former residents of Cedar Rapids have disappeared from the ken of the secretary of Valley City Division, No. 58, and J. T. M. Williams and O. P. Hughes will confer a favor if they will hold up their hands.

"Come Unto Me," a sacred solo, words by the late D. R. Locke, music by W. A. Ogden, is a new and beautiful song that should be in every home. Published by Ignaz Fischer, Toledo, Ohio, and sold by all music dealers.

We have received from Brother B. F. Blount, \$55 00 as the amount accumulated by the "Oh My," during the last Grand Division. Members will be duly advised of the disposition of this fund.

The Chicago Musical College with a desire to assist deserving musical students who have not the necessary means to pay for a musical education, will issue fifteen free scholarships. The College catalogue and full information will be mailed to any one on application.

We are requested to make inquiry for G. H. Sharp, Jr., who, when last heard from was employed as conductor on the Mexican Central at Silao. Will any reader knowing anything of Brother Sharp please communicate with E. W. Purrett, 26 Magnolia street, Toledo, Ohio.

Some weeks ago a Brother kindly notified us of the resignation of Brother Sam Stewart as yardmaster at Tacoma, in order to take a passenger train between that point and Seattle, but the notice was mislaid and overlooked. Brother F. E. McFarlane was appointed yard master, vice Brother Stewart.

Owing to the ill health of his wife, Brother C. R. Stewart, C. C. of Ozark Division No. 30 has located in California. His many friends will be glad to know that the change has been beneficial, and if Mrs. Stewart continues to improve, they

will remain in California. Brother Stewart's present address is San Bernardino.

The conductors on the Mackey lines are pursuing a sensible course toward the ticket collectors which have been placed on their trains. Most of them are inexperienced men, and the conductors are giving them all information and assistance they may need in the matter of collecting the tickets.—*Indianapolis Journal*.

Among the incidents of the excursion was the presentation to G. C. C. Clark, by the mayor of Dallas, of a mammoth punch. The writer was not fortunate enough to hear the presentation, but the punch itself, which is about two feet long, is on no larger scale proportionately, than the hospitality of Dallas.

By an annoying error of the printers, which was not discovered until the form was run and the type distributed, pages 401 and 402 of this number were transposed, what is page 401 should be 402, and in reading it will be necessary to go from page 400 to 402, then back to 401 and from that to 403. Those who have THE CONDUCTOR bound can have the binder rectify this error.

A correspondent advises us that on his arrival home from his run, recently, Brother Ed. Pierce was *very much surprised* to be greeted by a young conductor only a few hours old, who demonstrated his paternity by Pierce-ing cries. We are glad to know that the population of McKee's Rocks has been thus increased, but we cannot help but wonder if Ed. was *really* surprised.

At its recent Grand Division the Ladies' Auxiliary elected the following officers: Grand President, Mrs. Chas. E. Ragon; Grand Vice President, Mrs. W. H. Stonehouse; Grand Secretary, Mrs. E. Higgins; G. S. S., Mrs. C. L. Springer; G. J. S., Mrs. McIntyre; Guard, Mrs. Partridge; Chairman Executive Committee, Mrs. A. W. Brown.

Brother John W. Campbell, of Little Rock Division, No. 131, who took orders for personal cards at the Laclede hotel during the Grand Division, wishes to inform members generally that he will be glad to take orders for cards now. His address is Argenta, Ark., and as Brother Campbell is disabled from train work by rheumatism, members will be aiding a worthy Brother by favoring him.

June 7th a colored ruffian created a disturbance on a train in charge of Brother Wm. Wilder, of Division No. 89, and when the conductor endeavored to preserve order he was attacked, and in self defense was obliged to kill the ruffian. He was promptly acquitted on examination, but the excitement and worry occasioned his wife thereby resulted in her death, leaving an infant but a week old.

The National Mutual Building and Loan Association of New York report, that during the first

six months of the present year they have loaned over \$200,000, an average of \$33,000 per month; the loans for the first half of 1891 are only \$72,000 less than the amount for the entire year of 1890. This is a showing that should be gratifying to the members of this association.

A little boy named Kerran, whose parents live at No. 2127 Madison avenue, fell into the bear pit at Merriam park yesterday afternoon. A big bear pounced upon him and bit a great piece off of his leg just above the knee. Several boys had been leaning over the railing prodding the bears with a stick.

We note the resignation of Brother E. T. Horn. Little Rock, and C. H. Elliott, Van Buren, of the Iron Mountain system, and the appointment of Harry Flanders and Brother R. M. Macon respectively to the positions vacated. We believe the appointments will be well received by the employes, and that the appointees will demonstrate that they are good ones. THE CONDUCTOR joins all the boys in congratulations.

Brother N. D. Alward's way car on the C., R. I. & P. was recently broken into at Denver and a valise stolen which contained several letters of recommendation and his division cards for 1889, 1890 and 1891; the latter being number 5818. Brother Alward requests that no attention be paid to either letters or card, and that any one to whom either may be presented will kindly take up and send to the secretary of Division No. 95.

Owing to the unusual amount of labor in the office and the hurry occasioned by the exchange of certificates, transfers of accounts and other matters made necessary by the new insurance laws the editorial form of THE CONDUCTOR was run before the new editor realized the fact that he was *de jure* as well as *de facto*, and consequently the name of Brother Belknap remains in this number as the writer sincerely wishes it might have remained in all. A brief note in regard to the change is crowded out of this issue but will appear in the next.

June 16th, a passenger train on the C., St. P. & M. went through a bridge over the Coon river in Iowa and two persons were killed and fourteen injured, among the latter being Brother C. R. Cornelius who now carries a broken arm. At first it was supposed that a washout was the cause of the disaster, but investigation developed the fact, that a couple of ties had been wedged into the bridge and caused the wreck; four dagos have been indicted and it is said the evidence against them is strong. If convicted they should swing, though it is very likely that they will escape with a term of imprisonment.

Division No. 142, located at Laramie, like some of our other divisions, has bad luck with its officers; the members pick out a good man and place him in a responsible position in the division and about the time he gets settled in his official position, the U. P. company concludes that the

division knows a good man and they send him away somewhere else. Bro. Van Housen, late chief conductor, is the latest instance. He has been appointed assistant superintendent with headquarters at Pocatello and his removal from Laramie, vacating the office of chief conductor. It is assumed by the brother who made things Zipf at St. Louis.

* *

A firm that makes a specialty of catering to the great army of railway employes in the United States in the watch and jewelry line, is Jos P. Wathier & Co., who are making a special feature of the new Waltham non-magnetic watch which is constructed particularly to meet the exacting requirements and hard usage of railway service. The watch is meeting with unparalleled success and the firm have been enabled, owing to the great demand for them, to decrease the cost of manufacture and consequently the price to the buyer. A watch that is not affected by magnetic or electrical influences is becoming a necessity with all who want correct time and particularly with railway employes, and a watch constructed of metal that is not subject to such influences, is certainly better than any "protection" that can be given in other ways, provided they meet the requirements for a good time piece in other ways. The above firm carries a large and varied stock of jewelry and we recommend them to our readers.

* *

In the trial of the directors of the New Haven road for a violation of the New York law by heating cars with stoves, the judge is reported to have said that at the time of the tunnel disaster, by which a number of people were roasted, "the law was not being violated because there were no passengers on the train at the time the accident happened. So, again, it seems that lives of employes don't count, and that railways may kill and maim them without any penalty, notwithstanding the fact that the law under which the directors were indicted was enacted to prevent the loss of life by cars catching fire from stoves, and but a few minutes prior to the accident the train had arrived loaded with passengers. One reason given for the acquittal of the president of the road is "that there is no direct evidence that he ever gave orders in regard to the dispatch of the train on which the law was violated." In all the record of railroading in America, has there ever been an employe who has given so lame and impotent an excuse for an accident with which he was connected as this given in behalf of President Clark? What would the ordinary superintendent think of a conductor who had got in the way of another train and caused a collision and who would say, "I did not give any direct orders for the train to pull out?" The decision may be in accord with law and legally correct, and it is, perhaps, possible that railway companies may burn up their employes under this law without violating it, but if so it would seem that there is need for amendment and if the president of a road is not in some degree responsible and authority for trains provided for in a time card, conductors who run trains by time card and without "direct orders" from some official had better look out that they are not responsible for violation of this law in New York, if their trains

happen to contain stoves. In this particular instance it would seem in order for the yardmaster or foreman who gave the "direct orders" for this ill fated train to be moved away from the station without any "direct orders" from some officer of the company, to be placed on trial for a violation of the law and perhaps he might not so easily escape because the people on the train at the time of the accident were not passengers but only poor devils of employes.

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Timely Warnings.

If we "bearly" escape the fate of being devoured it will be entirely owing to the solicitude of friends, whose envelopes are postmarked Winfield, and unless we are mistaken in the writing on one of the following extracts, Brother Cornell's tracer has accomplished its object and a little Kansas village has resumed its accustomed station.

It's no use to use an envelope with a printed address if you mail it at your home office and write comments on the margin of the extracts J. H.

"Head-Keeper Byrne, of the Philadelphia Zoo, is at his wit's end. "Jess," the female black bear that arrived at the gardens recently, has, by her charming girlish ways and vivacity, won the affections of "Old Pete," a big, shaggy bruin, greatly to the consternation of his mate, who is now bent on venting her spleen in revenge on the disturber of their domestic tranquility. The old fellow has all he can do to keep Mrs. Bruin from tearing out the coquettish little stranger's fur, though the other bears say she does perfectly proper, as it is outrageous the way "Old Pete" and "Jess" flirt. When Mrs. Bruin lies down to take a nap, "Old Pete" slyly crawls over to his new love, and they interchange honeyed words be the hour. Then, again, to make the affair more brazen, "Old Pete" catches all the peanuts in his massive jaws and spits them out for "Jess" to eat. This usually causes a quarrel to ensue, and pretty strong language is used.

The head keeper is very much exercised over this state of affairs, and another pit is being prepared for the giddy "Jess." As there are bachelors only in this new home it is feared that a fierce rivalry may be created, and further trouble be experienced. In consequence of the fact that polygamy is positively prohibited at the Zoo, "Old Pete" it is said, will apply for a divorce, though on what grounds he does not know."

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Outing for July is a superbly illustrated and most interesting number. An Elegant frontispiece, "The Race of the Cycles," a phantasy by Hy. S. Watson, and a delightful piece of fiction, "The Lady in Rouge," by W. E. P. French, are prominent features of an excellent number. Numerous articles by noted writers on sporting matters, and a most valuable series of records are among the many good things offered for July.

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The New South Wales *Railway and Tramway Review*, the official organ of the New South Wales Amalgamated Railway and Tramway Association, comes to us from Sidney, N. S. W., and we hope it will be a regular visitor hereafter.

H. C. Cross, one of the former receivers, has been elected president of the reorganized "Katy."

Dr. J. H. Leslie, Sidney Smith, L. D. Richardson and Mayor Loughran, of Hot Springs, are names and persons that will long be remembered by the excursionists.

Col. Richardson, of the Hot Springs railway, invites the Grand Division to meet at Hot Springs in 1895, and if it is left to a vote of those who were there in May, Hot Springs will be chosen unanimously.

The Arkansas Press, of Little Rock, is printing in weekly installments an interesting account of our late excursion, by Miss L. E. Brown, who will be remembered by many. We regret that THE CONDUCTOR is not large enough to publish it in full.

Bro. O. E. White, of Division No. 41, lately met with a painful accident at Ft. Wayne, his right foot having been run over and badly crushed, though it is hoped that all except one of the toes may be saved.

We are pleased to note the appointment of Brother H. Cellyham to the position of depot master by the directors of the Keokuk Union Depot Co., and we are certain that "Hi" will make an efficient, capable and popular officer.

Bro. T. M. Burke, of Galesburg, Ill., wants to know the present or recent whereabouts of M. S. Percival, formerly a member of Division No. 83. Any information in the matter given Bro. Burke will place him under obligations to the informant.

The Minneapolis Industrial Exposition will open August 26th, and remain open for thirty days. This exposition will undoubtedly be the finest exhibit of the resources and wealth of the great northwest until the opening of the Columbian exposition, and readers of THE CONDUCTOR who can do so, should arrange to visit the northwestern metropolis during this exposition.

At a recent meeting of the Board of Managers, S. E. Wilkinson, E. E. Clark and A. D. Thurston were elected honorary members of the Board of Managers of the Brotherhood of Railway Employes' Home, with a privilege of a voice and vote in all the meetings of the Board. This action is in compliance with the wish of Mr. Coffin, president, who wishes the management to be controlled by different organizations of railway employes.

Bro. Tom Billingslea, for several years past located at Memphis, Tenn., formerly a member of Division No. 59, but lately of 175, is now located in San Francisco as a dealer in coke, wood and oils. Bro. B. says: "I suppose I will do like many others have done in the past, sink what little I have managed to save and go back to railroading again after awhile." We sincerely hope that the supposition will prove incorrect and that Bro. Billingslea will so prosper as never to regret his venture.

We wish to call the attention of our readers to the advertisement of G. A. Schlechter in this issue. Mr. Schlechter is a reliable and trustworthy business man, well known to many of our readers and the fraternity generally, and we recommend our readers to consult him when in need of anything in his line. He has a regular license from the Order to sell at wholesale and retail, jewelry with the patented emblem of the Order.

J. A. Barnard resigned his position as assistant general manager of the "Big Four" because he thought his brevet "pa," President Ingalls, scolded him. Employés on the "Big Four" did not mourn very deeply over the loss. Probably J. A. expressed contrition for his hasty action, and in a few days he was given the position of general manager of the Peoria & Eastern, controlled by the "Big Four." It is convenient sometimes to be the son of one railroad president and the son-in-law of another, but then *perhaps* its Mr. Barnard's ability that procures him such positions.

A strike, the object of which is to obtain wages justly due the strikers, is one that naturally enlists public sympathy, and therefore the employés of the Indiana Midland railway, who for six weeks prevented the running of trains until the company raised money and paid them, cannot be looked upon as very blameworthy. A company that cannot pay its men has no business to exist. It had better stop running its trains voluntarily than keep them running at the cost of its men, whose time is their only capital upon which they and their families depend for support.—*Railway Age*.

Nearly all the different magazines published in the interests of railway employés have noticed the legislation that has been enacted in various states in behalf of railway employés, particularly the anti-spotter bill in Missouri and the guarantee bill in Texas, but so far as we have noticed not a single one of them gives the proper credit. In Missouri, a committee of members of the Order, aided by a committee of members of the B. of L. E., procured the passage of three important meas-

ures, while in Texas the legislation was brought about by the effort of members of the Order alone.

A letter from Fort Smith advises us of the appointment of Bro. Warren Baldwin as superintendent of the L. R., M. R. & T. and H., C. A. & N. divisions of the Iron Mountain. Bro. Baldwin will be remembered as the energetic representative of Division No. 131 at St. Louis, and while his promotion in the service is only what has been expected by all who knew him, the appointment is a gratification not only to members of the Order on the Iron Mountain, but to all employes. THE CONDUCTOR joins them in hearty congratulations.

It was the good fortune of the writer, while at Hot Springs during the brief stay of the excursion at that place, to be the guest of mine host Caine, of the Waverly Hotel, and we can speak from knowledge when we say to any reader of THE CONDUCTOR, if you go to Hot Springs make the Waverly your home while there. Mr. Caine is an old conductor and was at one time on the old R., R. I. & St. L. which is now the St. Louis division of the 'Q,' and he certainly knows how to run a good hotel.

The Yardmasters' Association, at their late meeting, withdrew their endorsement of a hook coupler and pronounced in favor of the link and pin. The following resolutions were adopted:

WHEREAS, The convention of Yard Masters held in Richmond, Va., recommended the adoption of the Janney drawbar; and

WHEREAS, Since then it has been adopted as an experiment by some roads, and has, in a great measure, proved a failure; therefore, be it

Resolved, That we rescind our recommendation made at that convention, and hereby recommend the J. B. Safford, or some other good link and pin coupler of standard height, without dead-woods, until such time as a better coupler is invented.

If there is on the face of the globe, a man who obeys to the letter, the command "whatsoever thy hand findeth to do, do it with thy might," it is the genial secretary of Indianapolis Division No. 103. He has fully exemplified the truth of this assertion since he has filled that office, and it is a common saying among members of the Order, that while "Harry," as well as others, may sometimes be mistaken, there can be no question as to his honesty, integrity and energy in behalf of the Order and it is as true of other matters as of his connection with the Order. For the past year he has been filling the position of deputy U. S. marshal, and while some exemplify by their

actions their belief in the adage that "public office is a soft snap," it has not been so with Harry and he took to that position the same energy and ambition that has always characterized him elsewhere. The consequence is that Harry is now surveyor in the Indianapolis custom house and has lighter duties and better pay. THE CONDUCTOR expects to see him advance farther.

From *The Denver Daily News* we copy a decision of the Colorado Supreme Court that is certainly worthy of commendation from all. The circumstances as we also learn from the *News*, were as follows: During the construction of the Colorado Midland, a construction train, consisting of a locomotive and two flat cars, one loaded with water tanks and the other with iron, ran off the track. The train was also carrying about 250 workmen of whom the plaintiff, O'Brien, was one. It is claimed that the track bed was so soft that the weight of the train caused the rails to spread and derail the train. O'Brien was so severely injured that it became necessary to amputate both his legs. The men were being carried to the front and were under charge of a foreman under the superintendent of construction who had the power to hire or discharge them as he saw fit, and it was by his orders that they were on this train. O'Brien recovered a judgment for \$12,000 in the lower court and the company appealed but the Supreme Court affirmed the judgment, which, while it would not ordinarily be the cause of remark and should not be noteworthy as particularly creditable, for there should be no question in regard to the matter, still in view of the fact that in a great majority of similar cases, courts have found for the company, and the additional fact, that probably in a majority of the states where there has been no legislation on the subject, the verdict would undoubtedly have been for the defendant; it is encouraging to note this exception.

It is true that under that relic of barbarity, the common law rule, the courts have usually held that all employed by a railroad company, from president to water boy, are co employes, and this Colorado court should have credit for its just, fair and common sense verdict in this case. Suppose though that the accident had occurred through the negligence of a switchman of whom O'Brien had never heard and of whom he knew nothing whatever, leaving a switch wrong, would not the court have then been compelled to find for the defendant, and is not any such law or any rule or practice which permits such a miscarriage of justice, to be condemned, and is there not need for some legislation in Colorado on this co employé subject?

THE RAILWAY CONDUCTOR.

VOL. VIII.

CEDAR RAPIDS, IA., AUGUST, 1891.

NO. 13



A CONDUCTOR'S "LUCK."

A number of the boys, employees of the Pennsylvania Company, were sitting around the switch shanty one evening in L——. It was nearing the time when the day crew was about to close their day's work and the night men to go on duty. As is usual in such cases, the conversation drifted into various topics. Railroad men as a class are superstitious and believe in signs; switchmen especially have a weakness in that direction. There were some old timers among the gang. Hank Miller, who never was known to pay a cent or miss a meal, though a better man never pulled a pin. Freem Curtis, who only had one finger on one hand and three on the other, besides being the hero of a fight with a spring tooth drag, which tried to chase him out of a car a long time ago, before he became a switchman and was breaking on local freight on the Central. George Conklin, who was from every place but where he was at present, and it would not be long before he would be from there. The talk was on gambling. The pay day before Hank Miller had killed a black cat on the last Friday of the new moon and taken the very last joint in the tail and tackled a faro bank, expecting to break them, but dropped his month's pay and had to hunt a new board-

ing place. He was disgusted with signs and didn't hesitate to say so.

"I tell ye what 'tis gents," said George Conklin, "it's all luck. There's nothing in signs. I recollect onct I was in Tampico, Florida, and had only bare one dollar. I figgered like this, says I, I might as well be broke as to have this here dollar, and I'm goin' to have more or none, so I gits into a poker game, havin' enough to buy a stack, and we played all night, and true as I tell it, next mornin' when I cashed in I hed an even hundred and four piastres, which wasn't so dull considerin' as how I only hed a dollar to start in on. It's all luck, I sez, it's all luck."

"I guess that most railroad men gamble," said Freem Curtis, "either one way or the other, leastwise I never seed none who didn't."

"I'll bet two to one here comes a man who don't," said one of the company. Every one looked in the direction of the speaker's eyes and saw coming toward the group a young looking, smooth-faced man whose every move indicated good humor and kindness. As his natty blue suit and brass buttons told the story of his position, it would be superfluous to add that he was a passenger conductor. He had been in the employ of the Pennsylvania

Company nearly five years, and was one of their most trusted employes, having commenced switching nights in the very yards where the men were sitting. At first glance one would take him to be a happy, good-natured fellow, who never had a care in the world and apparently about thirty years of age, but a close observer could notice the suspicious lines around his eyes and the few grey hairs in his luxuriant curls, a lurking shadow of sadness around his mouth, and mentally calculate that thirty-five or thirty-eight years of contact with the cold world had not been all sweetness with him.

Yet his was a face one could trust, fear and respect. During his past service with the company he had by strict attention to duty gained the position he now held. He was the adoration of the ladies who traveled on his train, had the respect of the men and the confidence of the little children. He was married and had a cute little boy the very picture of himself and as smart as he could be. He never was known to drink or smoke or chew, and never was seen in bad company, unless he went into a saloon to bring out some poor, half drunken fellow and so save his job for him. He was always doing that, and many a man could thank Jimmy Dickson for his influence in his behalf when he failed to "show up" pay day night, and would have otherwise lost his situation. Everybody called him "Jimmy." It would have seemed out of place almost to have called him Mr. Dickson, besides bringing a blush to his cheek. His run was due to leave in an hour and ten minutes, but he always came around at about that time to have a visit with the yard crew. As he approached the yard men Hank Miller said, "D——d if I don't ask him," and suiting the action to the word, blurted out, "I say now Jimmy, didn't ye?" "Didn't I what?" laughed Jimmy. "Didn't ye ever gamble?" It did not need a close observer to notice the shadow deepen around his mouth nor the sad, far away look which closed the sunny light from his fine grey eyes. "Yes," he said, simply. An embarrassing silence fell upon the little group of men, but the irrepressible Hank said, "Tell us about it, won't ye?" Jimmy looked at his watch and said: "It is a pretty long story and a painful one to me, but I will tell you, it may do some of you good. I wish I could forget it, but," and his voice trembled, "I don't expect to.

You remember, boys," he said, "when I came here about five years ago I was a stranger among you and hadn't a cent to my name, not one cent. I had been brakeing on the W—— road, but previous to that had had some experience as conductor down East. I was always a pretty wild sort of a fellow and didn't care much whether school kept or not, in fact, had an idea that the road I was working for couldn't get along without me, and let me say by way of digression that when a man gets that notion in his head his usefulness ceases, on that road at least, and I soon found it out to my sorrow. I hadn't been married long and had no money ahead for a rainy day. I didn't think I needed any. I thought all I had to do was to let people know I was smart and there would be a rush for my services. Of course with such ideas I was soon out of a job. I hung around a few days thinking the road would tie up and send for me to come back and straighten things out, but they kept right on running trains the same as though I had staid, and they are doing it yet, with a slight increase in business, however. Well, I started West, and soon had a job on the W—— line running out of one of our Western cities. I moved my family out there, and my wife was taken sick and nearly died, but didn't and as soon as she was able to travel I sent her back East to recover her health. Our home being broken up, I was forced to board at a hotel among a lot more, and they were a lot of sports, too, and spent their spare time in playing poker and shooting craps. Naturally I was inclined to play hazardous games, and soon took a hand with the others and was reasonably lucky in a square game, and they never played anything else there. I couldn't cheat if I had tried and was not sharp enough to catch anyone else at it if they tried to cheat me. About this time there was, as is the case with those Western roads, a great falling off in business, and a number of men were pulled off, which amounts to the same thing as a discharge, unless one wants to hang around a long time, and with me, and a sick wife, I couldn't do it. I had eighty dollars coming to me, and after getting that decided to send half of it to my wife and keep the balance to hunt another situation. I was some distance from my boarding place, and as I wanted to write to my wife I thought I would stop at the first con-

venient place and do it. I was passing a saloon, and glancing in saw a table and thought possibly I could write there, so stepped in. It was one of those places which have a mask on, a tobacco and cigar store in front and a bar to the rear. Buying a cigar I politely asked the bartender if I could write a letter at the table. He said 'Most certainly, make yourself at home.' For more than an hour I sat there writing, and after sealing and directing my letter, looked at my watch and was surprised at the lateness of the hour and knew the office would be closed and my letter not be mailed 'till morning. I thought I might as well make the best of it, and feeling lonesome and half discouraged, went back into the bar-room and called for a drink of brandy. I laid the money on the counter and turned to go. The bartender said 'Here,' pushed the money toward me and smilingly said, 'That's on me.'

"The bait worked like a charm. I swallowed it hook and all. 'Don't be in a hurry,' he said, 'business is a little dull about this hour and I like to have some one to visit with. Let's play a game of cards. Have another drink.' I thought to myself, 'Well you are a fish,' but he wasn't. It was me who was the fish, as you will soon see. Of course I took the drink, the same as before, brandy. I wouldn't let anything like that go by, and me out of a job. Oh no. The cards were shuffled and cut and dealt. We started playing for a small amount, but the stakes were doubled each game. I lost from the very start. I knew I was losing. I knew I was a fool, but something seemed to seize me and I couldn't stop. I thought of my wife, of my child, and the thought drove me nearly wild, but yet I sat there and played 'till my last cent was gone, when my opponent leaned toward me with a sardonic grin and said, 'Ain't ye got any more money?' I said 'No, but my word is good.' 'Oh no, I ain't playing agin wind.'

"By this time probably a dozen persons were in the room, and the laugh which followed the bartender's remarks spurned me into action. I rose from the table and reeled toward the door. It was in the month of February, and since I had entered the saloon a storm had risen and I found the snow falling thick and fast. The wind was blowing at a terrific rate, and as it dashed the frozen snow into my face it

nearly took my breath away, but at the same time sobered me up and brought me to my senses. Then for the first time I realized my condition. My God! how I felt. O what torture. For hours I ran and stumbled and fell, and rose to my feet again and ran on, trying to get away from what? From myself. How I hated myself no one but me can tell. After wandering around aimlessly for a long time I found myself at the very door of the saloon where I lost my money. The hour was late and the saloon about to close. I waited outside 'till all had gone, and the bartender came to close the door.

"By the light of the single gas jet, which even then his hand was raised to extinguish, I saw a smile on his face, and felt encouraged to speak. I stepped inside. He paused, and lowered his hand at sight of my haggard face, and wild eyes. He recognized me, too, and waited for me to speak. Rapidly I told him my circumstances, how I was friendless, my sick wife, and all, and my hopes rose as I asked him for a part of what he had won from me, thinking, perhaps he would return it. He listened pointedly to the end, and replied, 'I'm not half such a bad fellow as you think. I will assist you, but it must be in the way of a loan.' I grasped at the suggestion as a drowning man would at a straw. If you will I eagerly cried, I will pay you with interest. But he said, 'When I loan money, I want some security.' Alas, I said, I have nothing but my word of honor. 'You have more,' he said, eyeing me intently. 'You have a fine overcoat on. Leave that as security and I will lend you five dollars.'"

I believe if I had a revolver I would have shot him dead, but I had nothing, and was too weak and exhausted to more than to stagger toward him, and yell, 'Would you take my coat and allow me to go out into this pitiless storm half clad.' 'Yes,' he said, as he opened the door, 'take it or go.' Summoning all my strength I dashed my fist in his face, the effort, and the blow forcing me backward, where I fell at full length unable to arise for several minutes and only half conscious. When I recovered sufficiently to arise, all was darkness, and I was alone. I made my way as best I could to the depot, and boarded a train. Having good letters of recommendation on my person I had no difficulty in getting transportation, and by the next twenty four hours was many miles

away. How I wandered around from place to place till I struck luck here, has nothing to do with this story. I am here, my wife is here and in good health. I am not as happy as I would be if I had never gambled, but I have never did it since, and God helping me I never will. My idea of luck is, that it is about as a man makes it, and as for gambling—don't do it."

RAILROADING IN ITS INFANCY.

The First Long Line of Railroad in America.

After the success attending the experiment in railroading in Pennsylvania, the great South Carolina statesman, John C. Calhoun, and a few other leading spirits, met to consider the project of building a road from Charleston to Hamburg, a distance of 136 miles—then considered a big undertaking.

The charter was granted by the legislature under the name of the "South Carolina Canal and Railroad Company." That was the caption of the first bank notes issued by the company.

Constructing railroads being something new under the sun, of course the parties contracting to grade, and build the track had to do the best they could with the little knowledge then abroad in railroad building. They had to work the best plan they knew. The country from Branchville—when the branch to Columbia, S. C. the capital, was afterwards made the terminus of the branch being half the distance—all the way to Charleston is a low, flat, swampy section, abounding in lagoons, rivers and creeks, a great part of the way.

In grading the road no time was taken to make embankments for the track as is done now in the valley lands, the dirt was dumped out with mules and carts and barrows, the first place out of the cart, and their being abundance of good heart pine timber and cypress, all the valleys had trestles for the track.

From Branchville to Hamburg the country is hilly, and undulating, and in some places the trestle work for the track was 20 to 30 feet high. In surveying the route the surveyors found when they got within 16 miles of Hamburg, they were not less than 90 to a 100 feet above the level of Hamburg, the terminus, and then they projected a grade about three-fourths of a mile long at the rate of about 60 feet to the mile. It was called the "Incline

Plain" and the relics of it are there now. It was at this grade all trains between Charleston and Hamburg passed. Two tracks were laid and in the center of each was heavy iron pulleys 20 feet apart, for a cable $2\frac{1}{2}$ or 3 inches in diameter to run. At the top of the hill there was a heavy stationary engine to aid the trains in coming up the grade. Revolving pullies for the cable working horizontally run between and in the center of each track. At each end of the rope was coupled a brake car to come in front of the engine coming down, and in the rear of the train going up the hill. In passing both locomotives put on all the steam they could, and the stationary engine had on heavy steam.

It was in 1840 (I think) while at Ackin one day I went to see two trains pass up and down the hill. When the trains were about to pass, the coupling to the brake car in front of the engine going down broke, when there was an exciting scene. The hands all jumped from the train going down—both were freight trains—and let her rip; the switch being right, the train didn't take long to run four miles, when it came to a stand still. The engineer coming up the hill managed to get down by keeping on his steam and the wheels sliding all the way.

This was a hazardous point on the road, and the wonder to me was that there was not more accidents there. Somewhere in the 50's a route was surveyed around the hill one or two miles further and the hill thus avoided.

Hamburg is opposite Augusta, Ga., the Savannah river running between. Both places are on low banks. There has always been a toll bridge across the river some 300 to 400 yards long. The land in Hamburg is lower than Augusta land, and on account of freshets in the river damaging the South Carolina side the most, Hamburg never grows in size much.

The terminus of the railroad in Hamburg was about a half mile from the foot of the bridge, and the track was from 10 to 12 feet above the ground, where a cotton depot was built on the north side of the main track, and a siding south about 100 yards long. The cotton depot was about 60x100 feet and built on brick pillars or columns running up to hold the roof. Gang ways for drays were erected good length and width to haul the cotton in to be loaded and shipped. At a left angle at the end the freight depot was

erected, the floor up level with the track. The reason for so building was to load and unload freight from cars. The first freight cars of that road were framed out of scantling about 14 or 15 feet long, the covering was sanded cloth and canvass curtains at side and ends buttoned down. There were only four wheels to the car. The floor, down next to the axles, then over the wheels, loaded at the end. The car was run on a track made to hold one car, then run on to the depot door. It held about 12 bales of cotton—cotton was then packed in round bales. The first platform cars were about 24 feet long, and the first passenger coaches were put up like our street cars, a seat on the side all the way. The first improvement in passenger cars was a car about 24 feet long, divided into three apartments, and would contain about 12 passengers in each room. The curtains were at the side and there was a door to each room. Passengers rode facing each other, half riding backwards. There was a foot-board for the conductor, with an iron rail to hold to, to open the doors and collect fare. The next improvement in passenger cars was a beauty, put up in the shape of a barrel, with hoops all nicely finished off, seats same as now with an aisle in the middle. It was a pretty car and all the passengers on boarding made for that car. But it was not long before the barrel car came to grief. One day one of them with a good load of passengers jumped the track on an embankment and leaving the trucks rolled down some distance, mixing up the seats, windows and passengers pretty heavy. That ended barrel car making, and since then cars as now have been made, and the change in building freight cars so as to load freight at the side, and passengers in the end.

The track was of a flat iron about $\frac{3}{4} \times 3$ inches spiked down on wooden rails, and many a poor fellow on the road soon found out the danger in "snake heads" when continued running loosened the spikes at the end of the iron and it would spring up at times high enough to catch on the center of a wheel when there would be a smash up.

When the road was completed to Hamburg, which was, I think, in 1833, I was but eleven years old, living in Augusta, Ga. We boys would get together, swim the river, get our clothes taken over in a boat, and go over to look at the railroad,

run along on the track, at some points 20 feet above the ground, swing off from the bents and come to the ground.

But it was when the first locomotive came to Hamburg, that we boys thought was the grandest time we ever had. Perhaps no greater sensation could be produced if the papers of Chicago were to announce next week, "On next Sunday at 2:30 p. m. the first steam air car ever known will light on the exposition ground."

So when the Augusta papers in Augusta, 1833, (I think that was the year) "On next Sunday afternoon at half past two o'clock the first railroad engine will arrive in Hamburg and the council has ordered the bridge free to go over and see it." Some idea may be gathered of the excitement produced: we had seen no pictures of a steam car, as it was called, in that day; knew nothing of its construction, its power, etc. But boy as I was I well remember the speculative talk of men that week as they grouped together in front of stores, on the corners and at the markets, about the "steam car." How was it made, how the wheels kept on the track, how much could she pull, where the steam struck the wheels, and where did the driver sit, but the greatest concern was it might burst. In that day but few people would venture close to the steam boiler. We boys had seen steam boats run on wheels in the river, but who ever heard of a steam boat running on dry land. As the day came on the greater the excitement. I had determined to see that sight, and I was at the depot in good time, and in order to have a good showing for fear I could not get a good place to see the "steam car," I climbed up on the curb of the column that sustained the cotton depot roof, next to the track, so I could see over the mens heads. While there I took a look at the crowd of people, and I thought I never saw as many at one time in my life. All around me, in the depot, on the ground ten feet below, the crowd was dense, men, women and children, and in front of me there were thousands of negroes. I think every negro within 10 miles was there, and I see their rolling excited eyes now as they looked down the track for the "steam car."

I suppose I held my post for near two hours, when all of a sudden the negroes whooped out, "Yonder comes the steam car." I looked down the track and saw

enough, there she was some $\frac{3}{4}$ of a mile off, puffing out smoke and slowly coming around the curve. All eyes were upon it, and how the negroes chuckled at the sight. Here she came, and was making up the main track, where I was standing in three feet of the rail.

But just about the time the engineer stopped the engine in ten feet of me, there occurred an incident that threw hundreds of negroes and many whites into consternation. The main track and siding was flooded for over 100 yards in length, and how the negroes—ever curious—climbed up from the ground and were walking to and fro. About 30 ft. south of me the carpenters had built a temporary shed about 60 feet long, weakly put up, the rafters running on the stringers under the track, and a flat roof covered with roughedge. As the steam car neared up the negroes, afraid to jump to the ground, commenced backing on the shed until it was well loaded. Just as the engine stopped, and the engineer opened the cylinder cocks we saw a sight we had never seen—down went the shed with a hundred or more negroes to the ground: What a consternation took the crowd. The negroes no doubt thought the steam car had burst; such skedadaling I never saw, and a lot of negroes broke for the bridge, scared out of their wits. Such was the stir that I saw white men jump over the heads of these to the ground. Soon there was a calm, and I determined to take a good look at that first steam car. There she was, the steam hissing out of the pipe, and boy as I was I could read in mens faces as she drew up, what I thought, that it might burst, still I braved it to get down, go around and study the thing. What a sight compared with locomotives of today! A small affair. The crank on inside of driving wheel, which was about three feet in diameter; no casing on the boiler; no bell; no cow catcher or fender; no covering for engineer; the tender on four wheels, and held about as much as two dump carts. I could draw that locomotive now as I saw it.

I remember the first ride I took on that road in 1834, about seven miles. What a great ride it was—only thirty minutes to go it in. What fast riding—I wanted to ride longer.

I forgot to state that the company in a few years caught up with the rapid advance in railroading, built embankments, new

track, and new steel rails, and soon came to the front in rapid transit.

What will the next fifty years produce in the travel line? J. H. STOCKTON.

THOMSON, GA., Feb. 23, 1891.

A Hard Fight With a Big Gamy Fish.

"Take it in!" said my companion, excitedly, and bending to the work I brought the line in, fighting for every inch that came; when the Mexican shouted a warning. Whizz! and the coils leaped again into the air. Nothing could withstand the rush—a header directly for the bottom and away.

The anchor had been hauled up by the Mexican at the first strike, and now, with line in hand, we were off, the boat churning through the water, hurling the spray over us, and bearing waves of gleaming foam ahead.

"Take in!" cries Joe, who stands by the coil, and again, slowly fighting against the dull blows, the line comes in. Ten feet gained, and, whiz-eee! as many more are lost. In it comes once more, hand over hand, the holder of the line bending this way and that, trying to preserve a balance and that tension which would prevent a sudden break. Now the fish darts to one side, tearing the water into foam, leaving a sheet of silvery bubbles, and swinging the boat around as on a pivot. Now it is at the surface—a fleeting vision followed by a rush that carries the very gunwale under water. This, followed by a sudden slacking of the line, sends despair to the heart—he is gone, the line floats. No, whizz! and away again, down. All the tricks of the sturdy black bass this giant of the tribe indulges in, except the mid-air leaps which gladden the heart of the angler. Quick turns, downward rushes, powerful blows, mighty runs this gamy creature makes, fighting inch by inch, leaving an impression upon the mind of the fisherman that is not soon forgotten.

With a large rope, and by taking turns, the fish could have been mastered, but such methods were not considered sportsmanlike here. It must be taken free-handed, a fight at arm's-length, and being such, the moment's fly by; it is half an hour, and we have not yet seen the outline of our game. Gradually the rushes grow less, the blows are lighter, and what is taken is all gain.—From "The Haunts of the Black Sea-Bass," by C. F. Holder, in July *Scribner*.

How to Travel.

BY JOSIAH JONES.

To some people traveling is misery and of the worst kind; instead of what it should be a pleasure, a change and a recreation to watch the ever changing crowd and characteristics of your fellow travelers, the constant change of scenery, all this cannot help but to make traveling a pleasure, if you will travel right.

First, make up your mind where, second, when, third, how. If you make up your mind to go to the mountains for a summer trip, go to your agent in good time, so as he may be sure and get the rates of fare and furnish you with all the necessary folders or time cards for you to study and pick your route from. Then in soliciting do not be stingy or saving of a few dollars, as it is poor economy considering what additional comforts those few dollars might bring you. Make up your mind what day and train you will go on. Then have your baggage as compact as possible, trunks with your name and address on them; carry as few things as possible and those in either a small hand satchel or shawl strap. Don't have two or three satchels, three or four bundles, one or two band boxes and possibly a bird cage; it only makes worry and fret, fearful that you will forget some of the numerous bundles. Put your things in your trunks and check them—don't go to the train two or three hours before it is due for fear it might go ahead of time, they dont. Don't wait at home 'till you have to run all the way to the depot. When the train comes have your good-bye's all said, and don't keep anybody waiting while you have to kiss good-bye or shake hands. But when the train comes in, as soon as the folks get off, then get aboard. Don't be afraid that the agent won't get your trunks on the train. He is paid for that kind of work. When you ask him if that is the first train and he says yes, don't ask "if there are any others before it?" He may think you doubt him and feel like (though he won't) telling you to go to thunder. If you want any information ask some of the men who wear badges and know. Then after the conductor has told you how, when and where, and after being told don't listen to some knowing and officious person who thinks he knows it all and is wrong nine times out of ten. Don't fret and worry that maybe you are going wrong; if you

were the conductor would have told you when he punched your ticket. But just lie back in your chair or seat, read and enjoy yourself. Don't try to be smart with the train boy, nor furnish traveling information; let those who are in authority and whose place it is to do it give all the necessary advice.

Don't be afraid of a wreck. The safest place in the world is on a good road or a passenger train. Don't fret or worry when you change, there is always some one there to tell just what you want. They are paid for that business. See all there is to be seen. Enjoy every minute of your ride, and travel with a pleasure instead of a horror. When you start remember you are only one of the thousands, so don't look for any special favors because you have bought a ticket clear to Denver; while to you it may be great, to the company it is a very ordinary thing. They will take you there as soon as possible. Don't blame the conductor and the agents if the trains are late. They are only waiting for some connecting train for people who want to go as bad as you do. Don't worry or fret, but take all things as they come, as a matter of course.

Greeley's Visit to Lincoln After the Inauguration.

In a most characteristic address by Horace Greeley on Lincoln, which was written about 1868, and is now published for the first time in the *July Century*, the great editor says:

"I saw him for a short hour about a fortnight after his inauguration; and though the tidings of General Twigg's treacherous surrender of the larger portion of our little army, hitherto employed in guarding our Mexican frontier, had been some days at hand, I saw and heard nothing that indicated or threatened belligerency on our part. On the contrary, the President sat listening to the endless whine of office-seekers and doling out village postoffices to importunate or lucky partisans just as though we were sailing before land breezes on a smiling, summer sea; and to my inquiry, 'Mr. President, do you know that you will have to fight for the place in which you sit?' he answered pleasantly, I will not say lightly—but in words which intimated his disbelief that any fighting would transpire or be needed; and I firmly believe that this dogged reso-

lution not to believe that our country was about to be drenched in fraternal blood is the solution of his obstinate calmness throughout the earlier stages of the war; and especially his patient listening to the demand of a deputation from the Young Christians of Baltimore as well as of the mayor and of other city dignitaries, that he should stipulate while blockaded in Washington, and in imminent danger of expulsion, that no more Northern volunteers should cross the sacred soil of Maryland in hastening to his relief. We could not comprehend this at the North—many of us have not yet seen through it; most certainly if he had required a committee of ten thousand to kick the bearers of this preposterous, impudent demand back to Baltimore, the ranks of that committee would have been filled in an hour from any Northern city or county containing fifty thousand inhabitants."

The End of Sitting Bull and of Indian Wars.

In the July *Century* Major G. W. Baird, formerly of General Miles' staff, concludes an illustrated paper on "General Miles' Indian Campaigns" as follows:

"Doubtless one of Sitting Bull's own race would call him an unbending patriot. 'The Great Spirit made me an Indian and did not make me an Agency Indian,' he proudly asserted to General Miles under a flag of truce in the fall of 1876, when backed up by a thousand braves. There are, however, but two goals for the Indians—civilization or annihilation; Sitting Bull has the latter, as doubtless he would have preferred. He was killed December 15, 1890, by men of his own race who were enforcing against him the orders of the whites, whom he hated. Captain Fecet, of the 8th Cavalry, who brought a force to the support of the Agency police, took charge of the body, which was not mutilated nor scalped; he had it carried to Fort Yates, North Dakota, where it was decently buried in a coffin. Whatever the opinion entertained as to Sitting Bull and his taking off, inasmuch as his influence tended always to embroil his following with the dominant race, his death will doubtless result in benefit to his own people.

"For every Indian war there is a cause; too often that cause has been bad policy, bad faith, bad conduct or blundering on the part of the whites. This sketch has

simply recognized the fact of war and sought to give a true though necessarily an inadequate statement as to the means used by one commander to conduct his Indian campaigns to their uniformly successful issue. Given the fact of war, whatever the cause, the soldier must secure peace, even if he fights to win it. For the savage of to-day, as for civilized man not so many centuries ago, an enemy and his wife and children have no rights. The recognition of this fact would prevent much misconception as to the character of Indians. If I have not, in these sketches, indicated sufficiently the friendly feeling which, in common with nearly all army men, I feel for the Indians, not only friendly feeling, but admiration for many of their qualities, I cannot hope to do so in a brief paragraph. The American people, those who really wish and hope to save the Indians from extinction or degradation, must be prepared to use great patience and summon all their wisdom. Indians (the men) naturally look upon the arts of peace very much as the knights of the past ages did. War is their pastime; by it come glory, honor, leadership. It is unlikely that the place of the Indians as peaceful citizens will approach their place as warriors. 'Justice and judgment,' the one to protect, the other justly to punish them, have been too greatly lacking. It remains yet to be seen whether the future will be better than the past."

Tulare, California, proposes to furnish a very novel exhibit for the Fair. From a gigantic redwood tree, 390 feet high and 26 feet in diameter, will be cut two lengths 45 feet long, and these will be transformed into full-sized railway coaches by hollowing out the interior. The rough bark of the tree will be left on the roof, and on the sides and ends the natural wood will be left unpolished. The interior will be finished after the style of Pullman cars. One will be a buffet dining car, with bath, barber shop and kitchen, and the other a sleeper, with observation room. Ordinary car trucks will be put underneath, and the men of Tulare, with their wives and children, will make the trip to Chicago in these strange coaches and live in them while there. The intention is to keep these cars in the Exposition grounds and to sell as mementos the portions of the tree cut away in their construction.

Douglas Jerrold and the Deserters.

A story connected with Jerrold's short period of naval service may well find a place here. On one occasion as midshipman, having gone ashore with the captain, Jerrold was left for a time in charge of the boat. While the captain was away, two of the men asked for permission to go and buy something. Permission was given by their youthful and too good-natured officer, who added:

"By the way, you may as well buy me some apples and pears."

"All right, sir," replied the men, and off they went.

The captain returned, but not the men; search was made for them, but they were not to be found; they had deserted, and Midshipman Jerrold was in sad disgrace. The event made a lasting impression upon him, so deep a one that he declared he could recognize the deserters at any time, as indeed he did. Some thirty years afterward, as he was passing along the Strand, the ex-midshipman was struck by the appearance of a baker's man, who was looking into a shop window; he walked up to him, and rapping him sharply on the back, said:

"I say, my friend, don't you think you've been rather a long time about that fruit?"

The deserter was horror struck at being discovered, and could only gasp out: "Lor'! sir, is that you?" when Jerrold went on his way laughing.—*St. Nicholas*.

Amelie Rives' European Novel.

"According to St. John," is the striking title of Amelie Rives' latest novel, which will begin in the August number of the *Cosmopolitan Magazine*.

This lady's startling debut in the literary field three years ago is not yet forgotten by the reading public, followed as it was by her marriage and retirement from active work, only occasional rumors being heard that she was employing her more mature mind in originating something of a higher order than that attempted in her earlier efforts. After two years of silence and travel in Europe, her reappearance in the arena of literature will be looked forward to with interest by both the reading and writing public of two continents, as her coming work will designate her standing in the world of letters as either a flashing meteor or a fixed star. Its publication in the *Cosmopolitan* is a guarantee

that it will contain nothing of the kind that excited criticism in Amelie Rives' earlier productions.

Her manuscript is now in the hands of a distinguished Parisian artist for illustration. It will run through three numbers of the magazine.

A pleasant anecdote is related of Secretary Tracy, of the Navy. When President Manning, of the Ottumwa Coal Palace, was in the East last month securing eminent speakers for the Ottumwa Coal Palace this season he called on Secretary Tracy, who was with President Harrison at the Coal Palace last year. Mr. Manning sent in his card, which bore merely his name and address. The messenger in the department said the Secretary was very busy and it was doubtful if he could see anybody. But after he had taken his card in he came right back and said he had instructions to show Mr. Manning in. When that gentleman entered Secretary Tracy's private room the Secretary got up from his chair, came out into the room and grasping Mr. Manning's hand wrung it vigorously as he said with hearty cordiality, "Why how are you Mr. Coal Palace, I'm glad to see you. You gave us such a splendid treat out there last year that whenever we think of Iowa we think of your great Coal Palace." Mr. Manning replied, "Mr. Secretary, I'm glad you remember the Palace, for that is the best handshake I have had since I left Iowa."

A Startler.

"Seventy-three miles an hour!" That's what a Worcester (Mass.) inventor claims is the speed which riders can attain on one of his cycles. Is it safe to laugh at this man? Let us see. Twenty miles an hour was deemed impossible only a few years ago; 2.20 for the mile was scoffed at, as being beyond the range of possibilities a few months ago, and yet these performances are now known to be very much within the bounds of reason to-day. Yet in spite of these facts I imagine it will be perfectly safe to risk a very loud chuckle at the claim of seventy-three miles an hour on any manumotive machine. The description of the machine, to my unmechanical mind, is vague, and all I can seem to grasp is that it is one big wheel with two rims and the rider sits suspended from the inner rim.—*Outing*.



A JUST DECISION.

A very important decision has just been rendered by the district court of Arapahoe county in the case of the Colorado Midland Railway company, plaintiff in error, against Michael O'Brien. It will form a far-reaching precedent in considering the liability of railway companies for injuries received by employés.

This was an action by Michael O'Brien, plaintiff below, against the Colorado Midland Railway company, defendant below, to recover damages for personal injuries to the plaintiff, alleged to have been caused by the negligence of the defendant company in operating its railroad. Verdict and judgment were rendered in favor of plaintiff for \$13,000. The defendant company brings the case to the district court by writ of error. Following is the full text of the opinion rendered by Justice Elliott:

The assignments of error challenge the sufficiency of the evidence to sustain the verdict; they also question the competency of certain evidence admitted, complain of the giving and refusing of certain instructions, and allege that the damages awarded by the jury were excessive, and apparently given under the influence of passion and prejudice.

The principal contention by counsel for plaintiff in error is that the evidence is not sufficient to sustain the verdict. This necessitates a review of the evidence for the purpose of ascertaining its tendency but not its weight. In actions of this kind, if there be evidence tending to support the plaintiff's cause of action in substance as alleged, the verdict of the jury will not be disturbed merely on the ground that there is evidence of an opposite tendency.

Hallack vs. Stockdale, 14 Colo. 200.

Rollins vs. County Commissioners, 15 Colo. 103.

At the time of the accident by which plaintiff's injuries were occasioned the defendant company was engaged in constructing its railroad between Leadville and Aspen in this state. It was in the fall of the year. The line of the road was through a mountainous region, and just before

the accident, in September, 1887, it had been storming and the road bed in places was water-soaked, soft and muddy. The plaintiff was employed by defendant in and about the construction of this railroad. A day or two before the accident, plaintiff, in company with other workmen, had returned from the end of the track, where they had been at work, to the boarding camp for shelter.

The evidence shows that one Henry Banker was the head track-layer for the defendant company and general foreman under Nelson, the superintendent of construction. Banker had charge and control of the construction train and of the men, who, like plaintiff, were employed by the company in handling and bedding ties, laying track, and other work of that kind "at the front," as it was called, and exercised the authority of employing and discharging such workmen. Early in the morning of the day of the accident plaintiff and some of his fellow workmen were disinclined to go to the front; But Banker ordered them in a peremptory manner to go, saying in substance that they could go to work or get their time and be discharged from employment; that he didn't want any "dudes" on this job at all; that he was "going to be in hell or Aspen by Christmas."

The evidence further shows that the boarding camp was four or five miles from the end of the track at the time Banker ordered plaintiff and the other men to go upon the construction train to be taken to their work. This was the customary way of transporting the men between the boarding camp and the front. The train consisted of an engine and tender, a flat car carrying two large water tanks holding several hogsheads each, and a flat car loaded with broad gauge curved steel rails and other material. The evidence tended to show that there were 70 or 80 rails weighing from 600 to 650 pounds each on the steel car; that 40 or 50 men occupied the engine, tender and tank car, and that over 200 men were crowded as close together as they could stand

upon the car containing the steel rails, as plaintiff expressed it in his testimony, the men were "packed on just as thick as they could possibly be packed * * * from 200 to 220." Plaintiff also testified that there had been plenty of room for all on the previous trip when he went to the front. Allowing that the workmen were of average weight, the evidence tends to show that the steel car on the day of the accident was laden with a cargo of human beings, steel rails and other material aggregating at least 75,000 pounds. The carrying capacity of the car was shown to be 50,000 pounds.

The train thus freighted had proceeded but a short distance toward its destination when it reached a soft, marshy place in the road bed, where the accident occurred. A fellow-workman of plaintiff who testified that he was on the steel car near plaintiff and near the center of the car, described the accident in his testimony, in substance, as follows:

The train had reached a little gulch where there was an embankment, a gradual fill. The train was running about eight miles an hour down grade. Don't know how much of a grade. To the best of my remembrance, either the car ahead of us or the tank car of the tender gave a lurch to one side and the track slipped when the iron car came on it. I felt the body of the track and the car gave a lurch right to one side, and then things tipped right over into the ditch. The men on the edges of the car had a chance to jump and save themselves, but those that were in the center of the car could not because of those on the outside; it was impossible for them to save themselves by any means on that iron car. The engine and tender went off the track and the tender tipped over, the front trucks of the car load of iron went down in the ditch, the hind trucks remained on the track, the car went slant ways in the ditch. These curved rails were not piled the same as straight steel is. Straight steel as a custom is packed as they call it "locked," that is ball up on one rail and ball down on the other, so if it goes, it goes in a mass. Curved steel is piled one way together at a time, half a dozen, just as it would happen. Almost all of the steel went off the car. I could not say whether there was any rails on it or not when I got up, the heft of it came off.

I was caught under the steel and injured—was powerless to help myself, either hand or foot. I was conscious all the time. I was taken out and could see that the cause or occasion of the accident was the track sliding. About two rails-length of this track slipped, more or less, varied from two to three inches up; I don't know exactly the distance. The farthest part of the track had

slipped 14 to 18 inches any how; the track was knocked down off the dump; it slid from these ties so the end of these ties sunk into mud and tipped the train off, this way (indicating) the track tripped up.

I saw O'Brien after the accident, after the steel had come off. His legs were caught fast his body was free, he could use his hands and arms. I saw O'Brien when he was taken out. His limbs at the time he was taken out resembled a dish rag. I could see blood all over his pants and masses of raw flesh under his overalls and blood where his overalls were torn by this iron, and I could see where his garments were gone, his legs were all crushed up. After he got out it looked to me as if they were literally ground to pieces, bone, flesh and muscle all mingled together. The plaintiff's testimony corroborated that of his fellow workman in most particulars.

There was a curve in the road at the place where the accident occurred, though the testimony in behalf of plaintiff was not altogether clear or consistent as to the degree of curvature. There was a conflict of evidence as to the condition of the road, the loading of the train, and other matters relating to the supposed cause of the accident.

The defendant gave evidence to the effect that plaintiff, under the direction of one Boyle, assistant foreman to Banker, had been employed with others in repairing the road at the place where the accident occurred. Upon this evidence it is contended that plaintiff is precluded from a recovery in this action on the ground that he had knowledge of the dangerous condition of the road and that going upon the train with such knowledge was contributory negligence on his part.

According to the testimony of the superintendent of construction, the ground about the place of the accident was "a swamp," and the nature of the material used in the grade was what is called peat-soft boggy material. Even if plaintiff did aid in repairing the road at this place, we are not prepared to hold that a common laborer, unskilled in such matters, as plaintiff was shown to be, was necessarily chargeable with notice of its defective construction so as to make him guilty of contributory negligence in going upon the train in obedience to the order of his superior.

It was the duty of the defendant company to employ a competent engineer or other skilled person to see to it that the road was reasonably safe for the transportation of its workmen—not necessarily as safe as a road fully completed and equipped for the carriage of passengers, but as safe as the circumstances of the case would reasonably allow. If the road was really dangerous,

the defendant company should have exercised reasonable care to ascertain its condition and have the same repaired before undertaking to transport its employes over it to and from their work.

Plaintiff must be held to have voluntarily assumed all the usual and ordinary dangers incident to his employment; he is not entitled to recover damages resulting from such dangers; nor could he voluntarily and knowingly incur unusual and extraordinary dangers at the risk of his masters. But if the unusual danger was not apparent to a mind like his, and he did not know nor have the means of knowing that he was incurring unusual and extraordinary danger in going upon the train, he might obey the orders of his master's representatives without being guilty of contributory negligence. A servant is generally excusable for obeying orders in and about his master's business when such orders are given by one in authority over him as a representative of the master, unless the danger to be incurred by such obedience is so plain and manifest that no prudent person would obey even under the penalty of being discharged from employment. *Miller vs. U. P. R. Co.*, 3 Colo. Law Reporter, 492; *Railroad Co. vs. Fort*, 17 Wall, 553.

But in any event the alleged contributory negligence of plaintiff was not under the circumstances a question of law for the court. Plaintiff in his testimony denied having worked upon the road at the points of the accident, and denied any knowledge of its dangerous condition at that place. This conflicting evidence was submitted to the jury under appropriate instructions, and the jury was properly charged as to what would constitute contributory negligence under the circumstances. *Wells vs. Coe*, 9 Colo., 159; *Sampson M. & M. Co. vs. Schaad*, 15 Colo., 197.

It is unnecessary to set forth the evidence in greater detail. There is nothing in the evidence as certified to in this court which would justify the removal of the case from the operation of rule that: "Questions of negligence, as well as contributory negligence, are generally within the province of the jury, which should not be invaded by the courts except in the clearest of cases." Unless there was a clear absence of testimony tending to show that the negligence of the defendant was the proximate cause of the injury, the verdict of the jury having been given in plaintiff's favor cannot properly be disturbed on either of those grounds. See *Lord vs. Pueblo S. & R. Co.*, 12 Colo., 392-4, and the authorities there cited.

It is insisted that the evidence shows that the engine and tender were the first to leave the track, and hence that it was not the overloading of the steel car which caused the accident. Even if this

be conceded, the fact still remains that the evidence also tends to show that the crowded condition of the men upon the steel car prevented those, like plaintiff, in the center from saving themselves when the accident occurred. In confirmation of this it appears that sixty men in all were injured. The surgeon of the company testifies that forty men were so badly injured that they had to be taken to the hospitals at Leadville and Colorado Springs for treatment. Three men, including Banker, who were riding on the engine, were killed.

It is contended that plaintiff was a fellow-servant of Banker, and hence that if Banker was negligent in causing the train to be greatly overloaded with human beings to be transported over a weak and dangerous road bed, it was but the negligence of a fellow-servant, and gave plaintiff no cause of action. But the evidence does not show that plaintiff was a fellow servant of Banker. As to plaintiff and his co-employes engaged in handling ties and rails and laying track, Banker having full power and control over them, was the representative of the defendant company; and hence, if he was guilty of negligence in and about the transporting of the workingmen, it was the negligence of the company itself. See opinion of Mr. Justice Hayt in *Denver and South Park Railroad Company vs. Driscoll*, 12 Colo., 520, and authorities there cited. See also opinion of Mr. Justice Elbert in *Colorado Central Railroad Company vs. Ogden*, 3 Colo., 503.

Donald W. Campbell, a civil engineer of many years' experience in the construction of railroads, was called as a witness in behalf of plaintiff. A statement of the supposed condition of the road at the place of the accident, as testified to by plaintiff's witnesses, accompanied by a statement of the use which was being made of the road at the time, was made to the witness Campbell; and he was thereupon asked his opinion as to whether the road was safe or faulty at the place for the purpose for which it was then being used. The question was objected to; first, on the ground that the facts supposed by the question were not supported by the testimony in the case; and, second, on the ground that the subject of the inquiry was not a proper one for the opinion of an expert witness.

The facts supposed by the terms of the question were fairly within the limits of the evidence already given. The objection was not well taken on the first ground. It was for the jury and not for the court to determine whether the matters assumed as facts by the hypothetical question were or would be ultimately sustained by the evidence as the real facts in the case.

The second ground of objection requires further

consideration. The dangerous agency of steam having been utilized as a motive power for the carriage of passengers, the safety of human life necessarily depends in a large measure upon the proper construction and operation of railroads. The law takes cognizance of this necessity, and requires that a very high degree of skill and diligence shall be exercised in such matters. Hence, the determination of the question whether defendant's railroad had or had not been properly constructed for the purpose for which it was being used, required the aid of persons possessing superior scientific knowledge and experience in such matters. The subject matter of such inquiry was, therefore, proper for the opinion of an expert witness after he had been properly informed as to the facts and circumstances of the case.

No prudent company would engage in the construction of a railroad for the carriage of human beings for any purpose without employing some person or persons having special learning skill and experience to supervise the work. The defendant company had its civil engineer and superintendent of construction. They were present and testified at the trial, giving their opinions, as well as stating facts regarding the character and condition of the road at the place where the accident occurred. Was plaintiff bound to hazard the result of the trial on the testimony of these employés of the defendant company, or was he entitled to call other witnesses of skill and experience in railroad building and secure the benefit of their opinions as to the character and condition of the road? There can be but one answer. The question was one of science, skill and experience, and, therefore, proper for the opinion of expert, based, if necessary, upon a hypothetical question, properly framed. *Rogers on Expert Testimony*, Sec. 1, 6; *Carpenter vs. Central Park Railroad company*, 11, Abb. Pr. 416-19; *Muldowney vs. Illinois Central Railroad company*, 36 Iowa 473.

Upon the whole evidence there can be no doubt that it was the duty of the court below to submit the controversy to the jury under appropriate instructions. It was clearly a case where the jury must decide as to the questions of negligence and contributory negligence upon proper consideration of the weight of the evidence and the credibility of the witnesses.

Unquestionably plaintiff, in engaging to work for defendant in and about the construction of its railroad at the front, assumed the ordinary risk of such employment, including the risk of being transported to and from his work on a construction train over a newly constructed road. Plaintiff could not reasonably expect the road and roadbed of the defendant company to be in as perfect

and safe condition before it was finished as if the same had been completed and opened for public travel. Defendant was required to exercise only reasonable care, considering the circumstances and condition of its road, to provide for the safety of the plaintiff while riding thereon. Full and explicit instructions to the foregoing effect were given to the jury at the request of the defendant's counsel.

The case of *Brick vs. Rochester Railroad company*, 98, N. Y. 211, states the law very clearly as to the degree of care to be exercised by railroad companies in respect to roads in process of construction. But in so far as the doctrines of the New York case may be considered at variance with the case of *Denver and South Park Railroad company vs. Driscoll*, supra, as to circumstances under which a person in charge of the company's business is to be regarded as a vice principal, we cannot follow it. See also *Batterson vs. Chicago & Grand Trunk Railway company*, 53 Mich. 125.

Some of the instructions, for example, those declaring it to be the duty of the defendant company to exercise reasonable care and prudence in selecting competent servants to discharge the duties assigned them, though stating the law correctly may have been unnecessary under the issues and evidence. But they could not have been misleading in view of the fact that the evidence tended to show that the proximate cause of the injury was the negligence of Banker in taking a train so heavily and improperly loaded over a defective road. The answer admits that plaintiff and his co-employés were engaged in the work of constructing defendant's railway and "were performing their labor under the supervision and direction of one Henry Banker." The evidence also, as well as the pleadings, showed that Banker was the representative of the company in relation to the plaintiff at the time of the accident, and not a fellow servant of a common master. Hence, the instructions relating to servants in different departments of the defendant's service, whether stating correct legal propositions or otherwise, could not have been prejudicial to defendant.

It is unnecessary to consider the instructions further in detail. The charge of the court was full and explicit, stating the law correctly in substance as to the material matters in controversy at the trial. No proper requests to charge in behalf of the defendant were refused, so far as they had been otherwise given in substance. The cause was fairly submitted to the jury upon the law applicable to the evidence.

As to the question of damages, little need be said. In cases of this kind the assessment of damages, must, within reasonable bounds, be con-

fided to the judgment of the jury. This court has never been disposed to encourage extravagant verdicts; and juries in this state, have as a rule, been conservative in such matters.

The plaintiff testified that he "was 39 years old at the time of the accident; was always a healthy man; was six feet one and one-half inches tall, strong physically." The testimony further shows that working upon the railroad was only a temporary employment of plaintiff; that his usual occupation had been merchandizing or iron mining at the east, at which business he had been able to earn \$100 or more per month.

The testimony further shows that both of plaintiff's legs were so crushed as to render amputation necessary; one being cut off about four inches and the other about five inches below the knee; that he was not able to straighten out the stumps; and that he had no means of support except his labor. The treatment necessary to his recovery was long and painful. Not being able to straighten his legs at the knee joints, artificial limbs cannot be adjusted; so his only mode of personal locomotion is by dragging himself along upon his knees. The record before us does not disclose nor lead to the conclusion that the jury were influenced either by passion, prejudice, or other unworthy motive in arriving at their verdict. Under the circumstances, we do not feel warranted in declaring the damages excessive. The judgment is accordingly affirmed.

Carrier of Passengers—Injury of Passengers at Car Window—Contributory Negligence—Duty of Conductor and Trainmen.

The proper degree of care required of a conductor and his subordinate trainmen, after becoming aware of a passenger's negligence, to prevent a consequent injury has been often commented upon by the courts of this country. There is no rule of law which require the servants of every passenger train to be required to keep constant watch over their passengers in order to prevent an act, or the many acts palpably dangerous which constantly occur at the car window. In such cases the burden is upon the complainant to prove that he is guilty of no unreasonable or hazardous exposure of person nor contributed in any way to an injury which he may have suffered.

The Kentucky court of appeals has recently de-

cided—(*Favre v. Ry. Co. May 16, '91*) That for a passenger on a rapidly moving railway train to permit his hand to protrude from a window of the car in which he is sitting is such contributory negligence as to destroy all right to recover damages for the injury suffered by striking some object outside. This is true even where the conductor or train men were in such a position to observe and warn him of his hazardous position, because but for his concurring and co-operating fault the injury would not have occurred.

In the case of *Railroad Co. v. Sickings* 5 Bush 1. where a passenger had his arm resting on the window sill of a moving car, the elbow protruding outward, when it came in contact with a leaning standard of a freight car standing on a switch track, but left so close to the main track that the standard rubbed against the passenger car window, striking and breaking his arm. The court held that the voluntary situation of appellee's arm at the time of the injury must in law be deemed gross negligence which contributed to the injury, and which will preclude him from any right of recovery, unless he can show negligence on the part of the carrier or its agents or servants, and for whose conduct it is legally responsible.

Hence, it will be seen by the concurrent decisions of these cases that the law precludes a recovery for an injury which for the want of ordinary care would not have happened, and upon the ground of public policy the rule cannot be relaxed or qualified in this character of case, even if the conduct of the carrier and conductor of the train could be logically considered in any way. Aside from a clear and unobstructed right of way, the most salutary rule requires nothing more than that the conductor and other servants exercise skill and active vigilance in operating a train. The law renders it obvious that the safety of each passenger must of necessity depend in many cases measurably upon his own conduct, and the law should and does hold him to the duty at least of ordinary care and observance of rules made by the company for the security and safety of passengers. It should be clearly understood by the traveling public as an incentive to caution and care that one must suffer without compensation from the carrier for any injury caused by his own negligent and unnecessary exposure to danger, in putting his head or limbs outside a car in motion.



Division Committees.

How many division committees are to-day doing their duty and doing it as it should be done? The answer must be only a small number. Brothers, let me call your attention to this, and to do so I will ask you two questions. What was your object in becoming a member of the Order? Was it from mere curiosity or was it for the good that could be got out of it? If it was the former, I want to tell you right here you are N. G. And again, are you living up to your obligations and to the teachings of the Order as laid down in the ritual? To a majority we must say, no. And why is it? Simply because you are not alive to your own best interests, and because some of our division committees are not doing their duty. This is something that has got to be remedied and that at once.

I am informed that our new constitution has been so changed as to make it protective in every point. Now, let us show the world (through our committees) that we are here to protect our members in all that is right and just, and if one of our members is suspended or discharged on Monday, let the committee be on deck at the office Tuesday morning and stay there until justice is done if it takes all summer. In the past, the heads of our Brothers have been dropped into the basket and in many instances the committee have stood back with their arms folded and have not said a word, just as if it did not concern them because it did not stop their pay or that they were afraid of getting into trouble if they waited upon the T. M. or superintendent. I do not say this is so, but to a man up a tree it looks that way. Now, Brothers, if there is any Brother on a committee to day that is afraid of anything of that kind, I have just this to say to you, withdraw from the Order at once, for there is no room for such men, and join the united order of old fogies and you will feel more at home.

Brothers, the conductors of this country have been trampled on long enough, let us come to the front and where ever we have a chance to right a wrong or to put a Brother back into a position

that has been unjustly taken from him let us do it, or at least make a good attempt at it, and as soon as we adopt this principle the conductors that are outside of the Order will see what they are missing and will all come within the fold.

Hoping to hear from someone else on this subject,
I remain yours in P. F.,

NEWTON.

COLORADO SPRINGS, July 3d, 1891.

Editor Railway Conductor:

A previous effort of mine having received a much kinder reception than I had even dared to hope for it, I take the liberty of inflicting another upon you. It will hardly be necessary for me to inform you that "news is scarce hereabouts," as this fact will be clearly demonstrated when I shall have finished; however as I am a regular correspondent, that is a supposed r. c., I will proceed with the trouble: Pike's Peake division, 244, in company with Arkansas Valley division 36, of Pueblo, gave its first annual excursion to Green Mountain Falls, Sunday, June 21st, and was quite liberally patronized — by nearly every one but railroad people. Bro. Ed. Woolheater, and the other member of the committee did everything in their power to make the occasion pleasant, and to their efforts the success of the affair can be attributed.

Bro. Milton Edward Sebree, was appointed trainmaster, for the Rock Island, by Supt. Hovey, June 1st. His jurisdiction includes train crews and yard service between Denver and Pueblo, on D. & R. G., and Denver and Limon on the U. P. As "Zip" is a hustler from a far reaching distance, there is no question but he will be as much of a success as trainmaster as he was as a conductor, and that will be satisfactory.

Bro. Levi Greer, joint trackmaster for the R. I., succeeded by M. E. Sebree, is on the Denver-Limon day run, taking Bro. Tom Carence's place. Carence has Sebree's old run between Denver and Colo. Springs.

Bro. Asst. C. C. Steele has just returned from a rather extended pleasure trip to the coast. His

smiling countenance will hereafter be on parade in his old accustomed haunts, much to the delight of his friends.

Bros. Maderia and Courter are in Honduras at present, and the banana growing industry will soon feel the effects of their efforts in this line. They are both made of the right stuff, and the interests of the Honduras company will not suffer in their hands.

Bro. Jas. A. Nichols, a member of R. B. Hawkins division 114, of Pittsburg Pa., and a conductor on the Rock Island for the past two or three years, died at St. Joseph, Mo., June 12th, of heart disease and lung trouble, whither he had gone in hopes of improving his shattered health. Nothing has caused such a universal feeling of genuine sorrow as did the death of this good brother, as he was beloved by his associates and respected by his superiors—superiors only in position, however, as no man was his superior in any quality of either mind or heart. He leaves a record behind him which reads: "An honest man, a true gentleman;" what needs further to be said? The Masons buried him at Connellsville, Pa., whither the remains were taken and placed beside those of his wife.

Will the brothers on the Midland please give their correspondent pointers with reference to matters happening up on the hill. We desire to keep the CONDUCTOR posted, and they are entitled to more than passing notice. We will try and show up once a month, if possible.

Bro Gilmore, who represented division 244, at St. Louis, gave the members present at the first meeting in June, a lengthy and interesting report of the Grand Division's doings. Bro. Gilmore is an enthusiastic admirer of our G. C. C., in fact of all of our Grand officers. He had lots of fun on the excursion and came home with his previous good record intact. Mrs. G. accompanied him, which no doubt accounts for it.

The members of Goodland division travel more extra miles in order to get home on division day than any I know of. Bro. Usher, their chief conductor, has just returned from Wisconsin, whither he was called by the death of his brother "Jo.," which occurred at Watertown Jc., Wis., about the middle of June. He was killed while attempting to board his train at the above named place.

Bro. F. J. Woods, the "colonel," a former R. I. passenger conductor, is running out of Escalon, Mexico, and a recent letter received from him says that he is flourishing. This is good news to his host of friends.

Would like to hear from Bro. V. M. Chesbro, who left these parts two months ago. We have something to tell him of importance to him.

Bro. Pat. Connors has been promoted to a regular passenger run between Colorado Springs and Pueblo.

Am awful sorry to quit you *so soon*, but fearing the club we drop out,

M.

MT. STERLING, Ky., July 8th, 1891.

Editor Railway Conductor:

As I have heard nothing from S. A. M. div. 284 as yet and as I am correspondent it is about time I spoke. I am here on a leave of absence and can say what I please without fear of the consequences. We were organized on May 7th, by Bro. Latimer, with 17 charter members. Nearly all were old members who transferred from other divisions. We gave an excursion to raise funds to start us out, and it was a very pleasant affair, two well filled trains of 7 cars each, and it netted us a handsome profit, so our treasury is in good condition.

Our officers are W. J. Mathews, C. C.; J. O. Lewis, A. C. C.; H. M. Stokes, S. and T. I have forgotten the balance, but will say they are good ones, for all our conductors are O. R. C. and all loyal to the Order. The members are, W. J. Mathews, our estimable trainmaster, as he is our C. C. We are always sure of a meeting, for he will get us all in. J. O. Lewis, better known as "Bull," H. M. Stokes, who I think will make us a secretary that cannot be beat, as he is devoted to the Order and a friend to all; H. P. Snyder, N. M. Gilmer, these are passenger men. G. D. Buchanan, or "Buck," our ladies man, extra. Our freight men, H. C. Sapp, C. O. Walton, S. A. Borders, W. S. Nelson, Jeff McCleskey, Howell Cobb, E. N. Wood, and E. L. Galbreath on the Albany branch. and T. M. Jones supervisor. Since we organized W. L. Guy has left us but is still a member. Bro. Latimer gave Guy the 3rd degree the night he organized, and I do not think he has come down yet. We have a splendid road and will be running into Montgomery ere long, and then there will be need for more Brothers.

I am afraid I have written more now than you will give me room for—probably you can condense it, so will close

Yours in P. F.,

E. N. W.

PITTSBURGH, Penn., July 15, 1891.

Editor Railway Conductor:

A division of the O. R. C. was installed at Tyrone, Pa., Sunday, July 12, 1891, with twenty-four charter members—twenty new and four transferred Brothers. Bro. C. H. Wilkins presided as Deputy G. C. C.; Bro. D. H. Speer, of

Div. No. 201, Deputy G. A. C. C.; Bro. Geo. E. Vance, of Div. No. 114, Deputy G. S. and T.; Bro. F. Carrahar, of Div. No. 168, Deputy G. S. C.; Bro. L. Clay, of Div. No. 143, Deputy G. J. C.; Bro. W. A. McCurdy, of Div. No. 172, Deputy G. I. S., and Bro. C. H. Pierce, of Div. No. 201, Deputy G. O. S.

Bros. Jacob Wolf, Wm. T. Young, S. C. Cowan and J. T. Owens were transferred from Div. No. 172.

The new division was named Tyrone Division No. 51 and was started in good shape, electing the following officers: Bro. Jacob Wolf. C. C.; Bro. Wm. T. Young, A. C. C.; Bro. S. C. Cowan, S. and T.; Bro. W. C. Snyder, S. C.; Bro. Jas. Benson, J. C.; Bro. John Conaghan, I. S., and Bro. Harry Miller, O. S.

There was present from Div. No. 168, Bros. J. H. and T. F. Smith; Div. No. 143 Bros. J. B. Clay, R. S. Hamill, Geo. I. Wood and W. H. Smith; Div. No. 172 Bros. E. A. McKinney and J. A. List; Div. No. 201 Bros. P. Crayon and J. Quinlan, and Div. No. 114 Bros. F. R. McFeters, Geo. G. Good and S. S. Miller,

The Brothers on arrival hied themselves hither to the Empire Hotel where the about to be made Brothers had arranged for a repast, and regaled themselves with the tempting and nutritious viands set before them. They then repaired to the I. O. O. F. hall, which, by the way, is one of the finest, where the ceremonies were conducted. A brilliant future is predicted for Div. No. 51 as the material composing it is very spirited and was given the proper "rosy hue" by the attending Brothers.

CORRESPONDENT No. 114.

Montgomery Division No. 98.

MONTGOMERY, ALA., July 8, 1891.

Editor Railway Conductor:

I think somebody from this Division should say something, and if nobody else will, why let me, even if it does not amount to much you will know that we are here. Yes, we are here with both feet up, and up high since Bro. Ely returned from the Grand Division at St. Louis and told us the news.

Our division numbers about sixty members in good standing, all A No. 1 men, who take great interest in our Order and are proud to be called an O. R. C., especially since we can look forward with some degree of pleasure in being a conductor. Our meetings take place on Thursdays of every week and I can tell you it is a hot day when we do not add a new member, and oftener two or more, at each meeting.

Speaking of the future, let me say that we are very confident that better times and fair dealing will eventually crown our efforts. Already there seems to be a spirit of fairness cropping out among the railway officials toward the poor conductor as he rises to a point of order. At the same time no complaint can be made against the managers of the roads centering in Montgomery. Capt. E. L. Tyler, general manager of the Western of Alabama, has always shown himself ready and willing to meet any grievance of his men and grant them any reasonable demands. By the way, few cleverer men manage railroads than himself and his right bower, L. B. McGuire, (Larry) Master of Trains. Larry is a member of the New Orleans division and is one of the boys.

Mr. J. I. McKinney, superintendent of the M. and M. division of the L. & N. road, is another who has the respect and good will of his men, made so by his willing ear and courteous bearing towards all his employes and it is no wonder that the M. & M. division is the best managed of the L. & N. system, when Supt. McKinney has for his train master one of our division; besides being a first class railroad man he is a first class gentleman and every employe is treated as such by him. You will probably recognize the gentleman, his name is Capt. Frank Gault formerly a member of Louisville division and off the main stem of the L. & N. Then on the M. & E. division of the Central road of Georgia we find Superintendent J. C. McKenzie, a Montgomery boy whose pleasant smile and hearty greetings meet every employe, and stamp the gentleman with justice indelibly impressed on his face. Long may Johnnie live to boss the boys.

Don't lets forget Col. Brad. Dunham, Gen. Supt. of the Alabama Midland railway, he is the only "Dunham." Most everybody will remember Brad, he was at one time general manager of the B. & O. and the L. & N. systems. A truer man to a friend never lived, and a worse enemy never died. As a general thing the boys all like him and he treats them well when they go his way. I like him anyhow because he is a fine railroad man.

Some of the boys are feeling badly on account of the banking house of Moses Brothers closing their doors and shutting up all the way from \$50 to \$4,000 of their hard worked for money. They feel like attending a funeral.

If you find this worthy of space in THE CONDUCTOR I may send you another next month.

Yours Truly in P. F.,

TRUE.

GARRETT, IND., July 5, 1891.

Editor Railway Conductor.

It has been a long time since hearing anything from Britton Division No. 138, O. R. C., so I thought I would let the Brothers all know that we are not dead, but are still here on deck and doing nicely now. We have two more to initiate at next meeting, and three applications to act on, and our division is in good shape, and everybody seems to take a great deal of interest in the work and I am only too glad for it is the proper way to do.

On last Sunday, June 28, we gave our sixth annual excursion to Cedar Point and was well patronized by everybody, and we would have had a still larger crowd but could not get coaches. We had twenty-one coaches and one baggage car drawn by engine 700, nicely decorated with bunting and flags which gave an elegant appearance to all, and a more joyful party you never saw before. About 1,800 people spent a pleasant Sunday at the Point and everybody was well pleased, and it was a lovely day, too. The train was run in charge of Bros. Thos. Squires, Wm. Tompkins, C. A. Cross and J. P. Newell who made it pleasant for everybody and they all enjoyed themselves at the Point bathing and boating. Bro. J. G. Philbrick, C. C., tried the bathing enjoyment. "How was the water, Jack?" Spooney Butler was also in bathing. Bro. Dolph gave him a start with a board. Don't do it again, George. Bro. Hurst, how is Sandusky? Bros. Stahl and McFam and wives and other Brothers and families were present at the Island.

On July 4, at the residence of Frank Kirches, Garrett, Ind., Bro. M. H. Sweney and Miss Katie Hartford were married. Success and happiness be with you, Bro. Sweney, in your new married life. Thats right, Mike, man was not put on earth to be alone. Bro. Sweney is yard master at North Baltimore, Ohio.

Yours in P. F.,

J. B.

OSAWATOMIE, Kan., July 8th, 1891.

Editor Railway Conductor.

Osawatomie Division 137 is located here and has a notice of its meetings in the CONDUCTOR'S directory. Outside of this I presume no one ever hears of it, at least not from our correspondent, and we elected one at our regular election and expected that he would occasionally write a letter to the CONDUCTOR and say something real nice, as he has the ability of a great writer, but alas how often we poor mortals are doomed to disappointment.

We have a membership of 32 good members of

whom any Division might well be proud. We meet every Monday evening at 7 o'clock and our meetings are well attended and very interesting. Matters pertaining to the interests of the Order are clearly and fully discussed when Bro. Lanan gets on his oratorical feet; there is no misunderstanding him and he moulds his subject specifically and compactly.

Bro. Barnard is another of our speakers whose voice is often heard in the Division room and his words are always interesting and full of wisdom and good for the Order. Bro. Gow occasionally ventures an antique remark which usually has the effect of drawing out the more modern Brothers and a lively discussion is the result.

Bro. Scow, our worthy and highly esteemed S. & T., is always in his seat and has a kind word for the good of the Order.

Bro. Ed. Smith who ably represented the Division in St. Louis, detailed the work of the Grand Division in a very satisfactory manner.

I cannot close without a word for our Division Superintendent, Mr. T. F. Dunaway. Enough cannot be said in that kind, generous hearted gentleman's praise. Words are inadequate to express his consideration to his employés, and especially members of the Order.

I hope if this communication does not go to the waste basket, it may have the effect of arousing our correspondent to a sense of his duties.

Respectfully yours in P. F.,

A. C. HAMLET.

ST. JOSEPH, MO., June 28th, 1891.

Editor Railway Conductor:

I expect the friends of Division 141 have begun to think we are lost, as nothing has been heard of us through the MONTHLY for some time, but we are still alive and prospering.

Conductors that are running on the different roads entering the city are beginning to realize that to be termed a conductor is not complete without belonging to the O. R. C., and of course our Division is going to be one of the finest lodges in this section of the country. We have from one to three new members at almost every meeting, but we are choice, our motto is, "Quality, Not Quantity." Every man who joins us is what I call a thorough R. R. man in every respect. When you see a member of Division 141, his ability in regard to running a train need not be questioned. Our lodge room is free from light weights and would be conductors.

T. J. McDonald represented us at the Grand Division held at St. Louis,

Yours in P. F.,

POINT AHEAD.

CHICAGO, July 14, 1891.

Editor Railway Conductor:

In accordance with arrangements on Sunday, July 12, at 1 p. m. a special session of the Grand Division was opened at Tyrone, Pa., for the purpose of installing a new division of the Order to be known as Tyrone Div. No. 51. The following acting as Grand Officers, pro tem: G. C. C., C. H. Wilkins; A. G. C. C., D. H. Speer, Div. 201; S. and T., Geo. E. Vance, Div. 114; G. S. C., William Carragher, Div. 168; G. J. C., L. Clay, Div. 143; G. I. S., W. H. McCurdy, Div. 172; G. O. S., C. H. Pierce, Div. 201.

After the special session was duly opened, the following were admitted and the secret work was communicated to them: Harry Miller, John T. Fry, W. V. Boyer, William C. Snyder, Frank Glasgow, Jas. Benson, Oliver Stonebraker, H. H. Ganoe, B. B. Fry, Charles W. Reeder, William F. Ward, Geo. G. Haulton, Nonza Kephart, W. Haulton, S. S. Benford, John Carling, Thos. Minnary, John Conaghan. After which the work was exemplified in full on Ed. Moore. They were then constituted into a regular division of the Order. The following were admitted by card: Div. 172, S. C. Cowen, Wm. T. Young, J. H. Wolf, Jos. Owens.

They then proceeded to the election of officers which resulted as follows: C. C., J. H. Wolf, box 1067, Tyrone, Pa.; A. C. C., W. T. Young; S. and T., S. C. Cowen, Tyrone, Pa.; S. C., W. C. Snyder; J. C., J. S. Benson; I. S., John Conaghan; O. S. Harry Miller.

They will meet on second Sunday at 2 p. m. in Odd Fellows hall. The name of the division is Tyrone Div.

I have every reason to believe that in the very near future Tyrone Div. No. 51 will be numbered among the best in the Order as they have as good material as any division and all manifest a great interest. It is a good locality, three divisions of the P. R. R. running out of Tyrone and they have considerable material to work upon. I was fortunate that I had the assistance of Brothers from Divs. 114, 201, 172, 143 and 168, and to all the visiting Brothers I feel duly grateful for their aid in the organization, and those who lent their attention as well as those who acted as officers. Bro. Wood of Div. 143 acted as marshal and the officers were duly installed, after which the division was closed in form as we were obliged to give up the hall which necessarily cut the time a little short. I trust that my expectations in regard to Tyrone Division No. 51 may be more than realized and hope all who may have an opportunity to call on them to do so and I assure them that they will be most cordially received.

Another spoke has been added to the wheel and we have added 20 more new names to our membership roll and added one more Division to the Order of Railway Conductors, and the bond of union has been strengthened throughout the land.

On Monday, July 13, at Glenwood, 23rd Ward, Pittsburg, Pa., at 10 a. m., a special session of the Grand Division was opened with the following officers:

C. H. Wilkins, D. G. C. C.; J. W. Wright, D. A. G. C. C., Div. 201; D. H. Spier, D. G. S. & T., Div. 201; Peter Campbell, D. G. S. C., Div. 114; W. N. Herrold, D. G. J. C., Div. 114; M. Tucker, D. G. I. S., Div. 201; Geo. Hurst, D. G. O. S., Div. 201.

The special session was regularly opened on the 3rd degree, after which the following were admitted and the secret work was communicated to them:

E. A. Stonick, T. A. Hurley, A. N. Perrgay, M. Rafferty, J. A. Crim, C. E. Reinhard, Wm. McCulley, J. D. McCarroll, H. E. Benford, J. B. Reed, W. C. Ellery, John C. Doyle, Joseph Hartle, S. H. Atchinson, H. G. Manson, W. M. Shipley, M. S. Christy, Ike Wortman, J. H. Dull.

Joseph Meehan being in waiting, the work of three degrees was fully exemplified, after which the Division was constituted in conformity to the rules and rites of the Order. After the institution, the first matter was the election of officers, which resulted in the election of the following Brothers to the respective offices for the ensuing year:

C. C., Peter Campbell, Belonda St., 32d Ward, Pittsburg, Pa.; A. C. C., W. N. Herrold; S. & T., W. M. Shipley, cor. Renovo & Lytle Sts., Pittsburg; S. C., J. J. Christy; J. C., J. T. Ward; I. S., Jos. Meehan; O. S., C. E. Reinhard.

The name of the new Division will be, Glenwood, and its number, 281. They will meet on the first Sunday and third Monday at 9:30 a. m. in Tear's Hall, and will be most happy to have any Brother of the Order who can find it convenient to do so, visit them, and they will always find the latchstring on the outside, and be assured of a cordial and friendly greeting from each and every one. This Division is composed of B. & O. men of the Pittsburg and Wheeling Division. The following were admitted by card from Division 114.

M. J. Barry, H. L. Traister, Peter Campbell, Dudley Pickels, Jno. T. Ward, J. D. Devine, R. J. McGary, Chas. E. Gersuch, W. N. Herrold, W. D. Gilchrist, Jno. J. Christy.

This gives the Division 31 members to start with and considerable material to work upon, this together with the Tyrone Division, organized on the 12th, was made up of all new members

that is the 20 signers on both applications for charter were all new men, which speaks well for the estimation in which the Order is held by those still on the out side. I am fully satisfied that this as well as Tyrone will be a good working Division in the very near future. I will also take this opportunity of thanking all the Brothers who were present and aided in the organization and can assure them that their assistance was fully appreciated. The following Divisions were represented: 114, 201, 278. Owing to the fact that the supplies could not be got to Glenwood in time for the organization, I borrowed those of Pittsburg Division 114, and after the organization returned them, and for their use I desire to thank Hawkins Division 114. Believing that these two Divisions organized on the 12th and 13th will be a credit to the Order and trusting that still others will follow and bespeaking the best of everything not only for these two, but for all Divisions of the Order, I remain as ever,

Yours truly in P. F.,

C. H. WILKINS, A. G. C. C.

ACAMBRO, Mexico, July 3, 1891.

Editor Railway Conductor:

The jefe politica of this place was presented last night by the conductors and engineers of the Mexican National R. R. with a beautiful gold headed cane nicely engraved with his official position and name, for his acts of kindness to them while in trouble. It was a very agreeable affair. We notice Bros. Purcell, Rutledge, Hunter, Wherland, Sharp, Hernendon, Ferguson, Kilburn and several others whose names we do not know. They were all looking at their best and seemed to be proud of the act they were doing. The B. of L. E. was represented by 18 as intelligent gentlemen as it was my luck to come in contact with. Everything came off nicely.

Yours in P. F.,

I. H. P.,

Mex. Div. 159.

Visiting Conductors.

A railroad conductor is honest because all that he takes is fare.

The railway conductors were in the city yesterday. They were here to the number of seventy-eight, from all sections of the state, and a better looking, more winning, good-natured and intelligent body of men than they were would be hard to find. Nobody would think of expecting that ordinary doses of gayety would satisfy those men of culture and personal charm, so the local committee of arrangements had arranged an itinerary which after being religiously adhered to, sent the

boys home firmly convinced that in order to give humanity a correct view of the earth's surface it should be divided into six instead of five parts, and be called Europe, Asia, Africa, America, Australia and Berks county.

Add why shouldn't they be delighted? Didn't Johnny Brobst cater to their physical wants in a manner that would satisfy the most fastidious epicure on the footstool? And were not several newspaper men with them all day long whispering words of wisdom in their willing ears? And didn't they view the world as seen from the green, flowery, rock-built pride of Reading—Mt Penn? And were they not astounded and delighted with the grandeur and beauty of the panoramas of Nature's wonderland unfolded by their trip over the famed Neversink in electrically propelled coaches? Is it not a fact that without being bitten they gave the Black Bear and its surroundings a thorough inspection and left it perfectly satisfied that, nestled amid the trees at the foot of the mountain it would attain a great age if continuously cared for by Frank Esterly and his pleasant wife? Yes, the above statements are all facts, and when the reader remembers that in cars propelled by lightning they also visited Stony Creek, a fair idea may be formed of the enjoyments of the day.

The visiting conductors were the guests of the local division of the Order of Railway Conductors, No. 229. and the committee having charge of the affair were Messrs. L. A. Neiman, chairman; Thos. C. Geiger, Nelson Adams, Frank Whitman and James Schwenk. The members of No. 224, Wilmington, Del., present were: Messrs. M. M. Shaw, W. W. Stegers, J. Restein, B. F. Barker, J. D. Phillips, I. F. Baldwin, J. M. Young, H. Sweden, J. F. Layfield, J. Kehoe, J. Frazier, S. Borrell, T. Parker, W. G. Priest, C. Lack, W. J. Johnson, W. D. Hansel, R. N. Griffith, A. W. Mahony, C. M. Waller, C. L. Renninger, W. Guthrie, W. E. Townsend, F. Boylan, J. H. Hitch, A. Dance, H. Dyson, B. F. Rogers, M. Pyle, H. L. Suydam, E. M. Dunn, R. Boylan, J. Bowers, O. Owens, E. B. Wright, J. H. Warfield and W. T. Scott.

Those enjoying the hospitality of the Reading boys from No. 162, Philadelphia, were: Messrs. T. P. Barnes, H. Githens, E. Brighton, T. Stackhouse, H. Leary, James E. Wheat, W. Bingham, W. Post, John Gallagher, W. J. Maxwell, H. Buckley and W. Showalter.

The genial ex-newspaper man, J. Mewshaw, who now holds the position of station master in the Baltimore and Potomac Station in Washington, D. C., was the only member present from Collins Division No. 5, of Baltimore, Md., and

Mr. R. S. Hammill was the only representative from Dauphin Division No. 143, of Harrisburg.

The members of Nicolls (the home division) taking in the sights and enjoying the pleasures with their visiting brethren were. L. A. Neiman, H. Cox, A. Butler, J. Bryan, J. Huber, F. Witman, S. V. Derr, J. McGinley, N. Adams, John Upp, N. Whitman, Thomas C. Geiger, J. Schwenk, H. Hedley, W. S. Filman, T. Lynch, and H. Smith. Among the other guests of the Nicolls Division were W. Scott Well, trainmaster of the W. & N. railroad; W. H. Degodt, train dispatcher of the same road; H. L. Pyle, inventor and patentee of the wonderful electric headlight now in general use on western railroads; Charles A. Armour, agent for the W. & N. in this city; E. E. Thompson, trainmaster on the P. S. V.; Walter Gormley, trainmaster on the same division, and others.

The gentlemen from abroad came to Reading via the W. & N. on a special train in the morning and left by the same route about 7:30 o'clock last evening. The committee of arrangements desire to return thanks to the superintendents and managers of the electric, gravity and street railways for the perfect arrangements made for their comfort, and also to all those who in any way contributed to the delightful time they were enabled to give their visiting brethren. As to the visitors it is only necessary to say that, judging from their expressions of wonder and delight at the beauties of Reading and vicinity, it will be but a short time until every mother's son of them will visit the same scenes accompanied by wives and families or sweethearts and friends.—*Reading Times*.

Brilliant Wedding.

Thou art that All to me, love,
For which my soul doth pine—
A green island in the sea, love,
A fountain and a shrine.

At the Methodist Episcopal church of Clarendon at 9 o'clock Tuesday night, July 14th, amidst a brilliant gathering of the friends of the high contracting parties was celebrated the marriage nuptials of Mr. S. P. Gray and Miss Belle Scott, eldest daughter of Mr. and Mrs. J. S. Scott, Rev. W. A. Cooper performing the ceremony.

Mr. J. F. Hall and Miss Laura Hall, and Mr. L. P. Stephens and Miss Susie Rogers as grooms-men and bridesmaids, and Messrs. W. H. Patrick and J. W. Lomas acted as ushers. Everything pertaining to the affair was in the most elegant style, and as the wedding march was finely rendered

upon the organ by Mrs. I. W. Carhart, the bridal party passed up the aisle, the admired of all admirers. The costume of the bride was elegant, while the groom was most befittingly attired in conventional black.

At the conclusion of the ceremonies the groom presented the bride with a handsome gold watch and chain.

After the ceremonies at the church the bridal party took their carriages for the residence of the bride's parents, where they were joined by a large number of their friends who extended congratulations and partook of refreshments.

The bride is a young lady of rare personal beauty and many graces of mind and heart, while the groom is one of Clarendon's most popular young business men.—*Clarendon (Texas) Weekly Traveler*.

LOGANSPORT, Ind., July 22, 1891.

Editor Railway Conductor:

I wish to give my opinion to the question that comes from Knoxville in our last CONDUCTOR.

What rules are on the Brother's time card I don't know, but on ours is a rule reading: "All train orders are good until fulfilled, suspended or annulled," and the mere fact of giving the second order does not affect the first unless it says so, and if I could get no other order and was on No. 23, I would stay at D, and if on No. 24, I would stay at C. If the Brother has a rule on his card such as ours there is no other way, and if he has not, it leaves a doubt, and the main track is a poor place to settle disputes.

We have another rule that covers this case: "In all cases of doubt or uncertainty take the safe course and run no risks."

Yours truly in P. F.,
J. M. BURWICK.

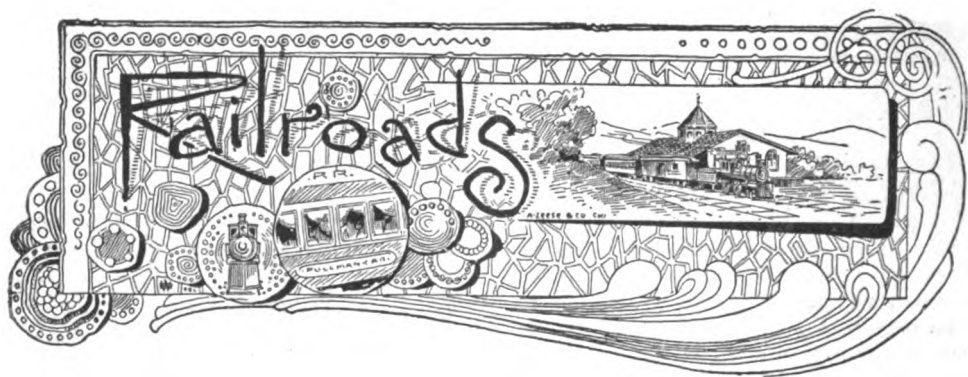
MARON, Ga., July 23, 1891.

Editor Railway Conductor:

I have been requested by several of your subscribers to answer an article which appeared over the *nom de plume* of "Swipes" in the July issue of your Magazine; but, despite the fact that it would give me much pleasure to agree with our Knoxville friend, I find very little in the question to warrant a "good discussion."

There is nothing in order No. 2 which makes it necessary for the dispatcher to annul order number 1, nor does order number 2 annul it. The rights were merely reversed *A. to D.* by order No. 1; and, if both trains subsequently receive orders to meet *between those points*, No. 23 takes the side track.

D. M. D.



Toledo, St. Louis & Kansas City R. R.

Agreement between Toledo, St. Louis & Kansas City R. R. Co. and the conductors, brakemen and switchmen employed by said company to take effect July 1, 1891.

ARTICLE I.

Through passenger train conductors will be paid \$100 per month of twenty-six days.

Local passenger train conductors will be paid \$85 per month of twenty-six days.

Through passenger train brakemen will be paid \$50 per month of twenty-six days.

Local passenger train brakemen will be paid \$45 per month of twenty-six days.

ARTICLE II.

Through freight train conductors to be paid two and nine-tenths cents per mile.

Local freight train conductors to be paid \$85 per month.

Through freight train brakemen to be paid one and nine-tenths cents per mile.

Local freight train brakemen to be paid \$60 per month.

ARTICLE III.

Conductors on work, wreck or circus trains to receive \$3 per day; brakemen \$2 per day, 12 hours or less to constitute a day.

ARTICLE IV.

Yardmen, Delphos, Charleston and Frankfort to be paid as follows: Yardmasters \$70 per month, foremen \$2.10, helpers \$2 per day, yard crews not to work short handed, to be allowed one hour for dinner and one Sunday of each month when practicable.

ARTICLE V.

Conductors and brakemen of freight trains to be allowed twenty-five and seventeen and a half cents per hour over time. Where overtime is not allowed as per time slip conductors to be notified in writing. Overtime for extra trains to be computed from the average time of sched-

ules Nos. 12 and 14 of Nov. 3d, 1889, and March 2d, 1890. Over time to be paid after a train is one hour and thirty-five minutes late as per above time tables. One hour and thirty-five minutes and less than two hours and thirty minutes to constitute one hour. Two hours and thirty-five minutes and less than three hours and thirty-five minutes two hours to be paid, etc. Time to begin when men were called to leave the yard and end of run when relieved by yardmen except at Millers where time will end on arrival at East St. Louis. Overtime will be allowed conductors and brakemen on local freight trains for all time in excess of twelve hours per day. There shall be three crews on local between Frankfort, Ind., and Charleston, Ills., and three brakemen on all local freight trains. Time of turn around locals to be computed from leaving time at Frankfort and East St. Louis. Conductors and brakemen between Frankfort and Marion to have one day off each week.

ARTICLE VI.

No conductor or brakeman shall be suspended or discharged upon any charge without having a fair and impartial hearing within five days of the time taken off (and at the hearing of case shall have the right to have present any other conductor or brakeman he may select) with the trainmaster who shall hear the evidence of all witnesses. In case the decision rendered is not satisfactory an appeal may be taken from the local to the general officers. In case a final decision is not given within five days after the appeal is presented the pay of the conductor or brakeman will be allowed at the rate he was receiving at the time of the offense.

ARTICLE VII.

All crews running light shall receive full through freight rates. As far as practicable no engine, light, extra, or special passenger train shall be sent over the road without a conductor and engineer. A pilot shall receive same pay as conductor.

ARTICLE VIII.

Conductors or brakemen deadheading on passenger train on company's business shall receive half time. When deadheading is required first crew out shall deadhead and shall stand first out on arrival at terminal. Crews deadheading shall receive half time. When attending court on company's business conductors shall receive \$3, brakemen \$2 and \$1 per day each for expenses.

ARTICLE IX.

Crews doubling Cayuga hill shall be paid for twenty miles, all other places actual mileage, provided that no double shall count less than ten miles.

ARTICLE X.

When conductors are needed one experienced man may be hired and one may be promoted from brakeman alternately. Nothing in the above shall be construed so as to prevent the hiring of an experienced man in turn who may be at the time employed as a brakeman.

The rights of conductors shall commence on the day of their promotion and he shall have the choice of runs of which his age as conductor entitles him, provided he is morally and intellectually fitted for it.

ARTICLE XI.

The Toledo division shall be divided into two districts for through freight. From Toledo to Delphos shall constitute one district, and crews shall be allowed 100 miles for one trip over the same, provided no other mileage is made within 24 hours. From Delphos to Frankfort to constitute one district for which actual mileage shall be paid. A train from Delphos to Continental and return to Delphos, if crews have to make up their own trains, shall be allowed 50 miles for same.

ARTICLE XII.

So far as consistent with interests of the company the number of crews shall be kept to correspond with the business, so that crews in through freight service may make from 3000 to 3500 miles per month.

When conductors and brakemen are called and report for duty and for any cause the train is annulled, they shall be paid at over time rates for hour each so held on duty and will stand first out. So far as practicable conductors and brakemen shall be kept on their respective divisions or districts.

ARTICLE XIII.

A track shall be kept clear as far as practicable

for crews to put away trains on arrival at terminals, and no switching shall be done by trainmen where switch engines are kept. All trains shall be made up in station order, and on divisions where air brake engines are used, all air brake cars shall be switched ahead by yardmen. A caboose track shall be provided at all terminals.

ARTICLE XIV.

No conductor or brakeman shall be called more than one hour, nor less than forty minutes before leaving time of train he is to take out. The company shall provide a caller with a book in which all conductors and brakemen shall register, time to begin when called to leave the yard, and the basis of authority for computing over time will be the callers book and the register at the other end of the division, except at Millers. A register shall be kept at Bridge Junction, and the time of west bound trains shall be computed from the register. Time of conductors and brakemen on regular trains, not called, to begin at schedule leaving time.

ARTICLE XV.

Conductors and brakemen held in yard an unreasonable length of time after leaving time of train called for, shall be paid for such time, and a special slip shall be made for same.

ARTICLE XVI.

In case of difference of opinion as to the construction of this agreement which may arise between conductors, brakemen and switchmen, and division officers, a written statement of the question at issue must be submitted by the conductors, brakemen and switchmen, to the President, through the superintendent for his consideration.

ARTICLE XVII.

No conductor, brakeman or switchman, shall be censured or discharged for acting on this, or any other committee.

ARTICLE XVIII.

This agreement to supercede all previous schedules or agreements.

S. R. CALLAWAY,

President T. St. L. & K. C. Ry.,

R. A. SHOEMAKER,

GEO. CAMPBELL,

B. F. MCLEOD,

J. W. DAILEY,

JAS. PATTERSON,

Committee for Conductors.

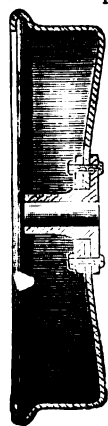
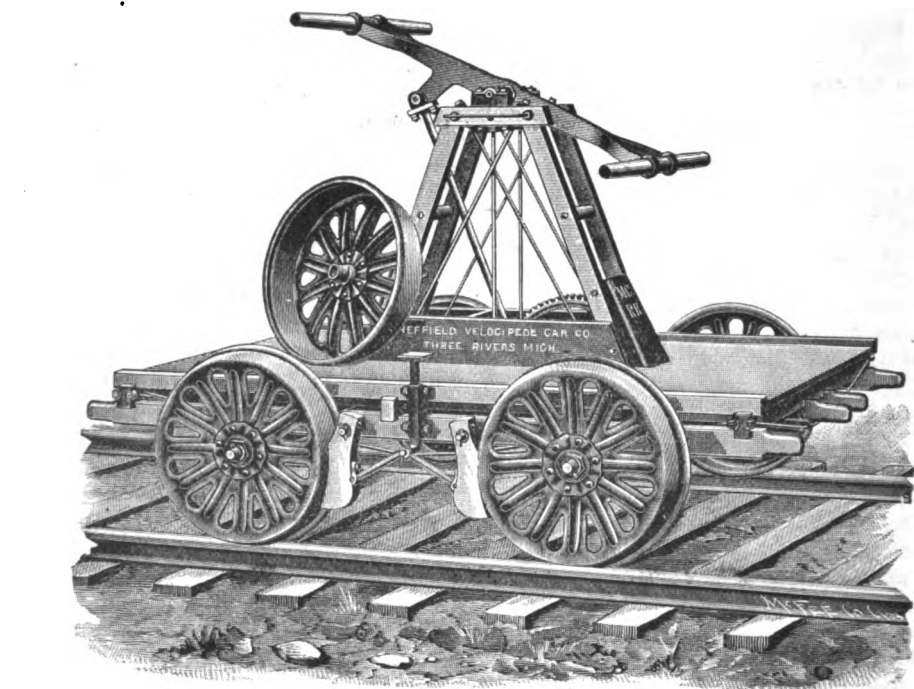
JOSEPH ERNST,

Committee for Brakemen.

A NEW WHEEL.

During the past ten years there has been a great change in the views of railroad men as to what the hand car for regular section use should be. Ten years ago, anything in the shape of a car which could be propelled by men standing upon it, was thought to be all that was necessary, no matter what its weight might be, or how laborious it was to propel. At the present time however, railroad men are looking for as light a hand car, consistent with durability, as can be secured, and also are demanding that the mechanical construc-

tion of its propelling mechanism shall be such that with its light weight, will secure the lightest running car possible. As an illustration of the need of such a light and easy running car, we would call attention to the fact that whereas the earlier part of the present decade, it was thought necessary to have in each section gang 6 to 12 men, now not over 4 or 5 men are required, and are at the same time expected to take care of a greater mileage than the larger gang of years ago. Further in winter time many of our best railroad Co's cut their section gangs to three, and sometimes as low as two, and to furnish a car which so few men could remove from track and propel readily and yet be amply strong for the larger gang during the summer season, is the problem manufacturers of hand cars have had to solve.



the problem manufacturers of hand cars have had to solve.

The greatest problem in the construction of such a car is to get a light, durable wheel. A

many who have contended for an all metal wheel.

This wheel is made from a circular plate of steel, which by a series of operations is finally brought to the desired shape. It is furnished with their turn over flange feature, thus making the rail flange of sufficient thickness to run over and through frogs and switches safely, is cut away in centre after being corrugated, the corrugations adding to its strength, and the cutting away reducing its weight. It is furnished with a drop forged steel hub and flange, which is riveted to the centre and when completed has all the advantages required in a hand car wheel, with none of the objections that have been urged against wheels heretofore used for this purpose.

We illustrate the form of these wheels, both in perspective and in cross section herewith, and are glad to recognize the fact that their manufacture is a distinct step forward in this class of articles, and also a good illustration of the progress that is being made in the forming of metals.

The wheels also are well adapted to all other kinds of light cars, such as those made for mining, plantation, and contractor's work, which the above firm also make a specialty of.



The Spelling-match.

They'd all sat down but Bess and me,
 I surely thought I'd win.
 To lose on such an easy word,
 It was a shame and sin!
 We spelled the longest in the book,
 The hardest ones—right through,
 "Xylography," and "pachyderm,"
 And "gneiss," and "phthisis," too.

I spelled "immalleability,"
 "Pneumonia,"—it was *fun*!
 "Phlebotomy," and "zoophyte,"
 Each long and curious one.
 Then teacher gave a right queer smile
 When Bess spelled "aquarelle,"
 And backward, quick, she turned the leaves,
 And then she gave out "spell."

I'm sure I never stopped to think
 About that "double l."
 It seemed like such an easy word;
 But one can never tell.
 "S-p-e-l," I spelled it—
 And how they all did laugh!
 And teacher said, "I think, my dear,
 Too easy 't was, by half."

Now, Bessie was not proud nor mean,
 She said, "No wonder, Jane;
 For we were thinking of *big* words,
 You'd spell it right, again "
 I'm glad that it was Bess who won,
 And not those others. Well!
 If I did miss one little word,
 I showed that I could spell.—*St Nicholas.*

TOLEDO, Ohio, July 2, 1891.

Editor Railway Conductor:

I have been thinking, dare I write for the CONDUCTOR. I only hope you will consider this worthy a place in the one journal all conductor's wives are eagerly watching for.

By this time all the sisters we met in convention at Columbus have returned to their homes. I for one have thought much of all that took place

in said convention, and am determined that the coming year shall be one of hard work and improvement for our cause.

There is pleasure in the thought that the sisters are capable of doing a work that no one else can do, and we should be so true and so upright, and honest, and work so hard, that even those who speak lightly of us now will be willing to say only kind things of us. The success of this auxiliary depends upon our being true women, true to God, true to each other, and true to our obligation. We can prove to all that it did not spoil us to go to our convention. To the brother who thought he would not be able to live with his wife when she returned, I will say she is an example of how well the sisters stand elevation, and I am sure you will wish her to go next year. Sisters let us use the space offered us in the CONDUCTOR for something better than boasting of the blue and gold. Of course we are glad some can wear it, but true nobility does not require a setting of blue and gold. The true man is the one who works hardest for those he loves. With the best of wishes all, I am very truly,

"ONE OF THE SISTERS."

To the Bros. of the Order of Railway Conductors.

GENTLEMEN:—The action of the 23d annual Grand Division of the Order of Railway Conductors in regard to recognizing the Ladies Auxiliary, to the same, and endorsing their principles certainly calls for some expression of thanks on the part of the ladies, yet their hearty appreciation of the same needs no clearer proof than has been expressed by their untiring zeal for the welfare of their Order, and for all concerned.

At the third annual convention of the Auxiliary held in Columbus, O., June 9th, a sincere and unanimous vote of thanks was tendered the Order of Railway Conductors for their recognition of our Order as an auxiliary to them, also to their Grand C. C., Brother E. E. Clark and Grand S. and T., Brother W. P. Daniels, for their interest

in the matter and their kindly offer of assistance.

We sincerely hope and shall endeavor by all possible means to make our avxiliary a benefit and blessing to the conductors.

One of our principle objects is to co-operate with them in further extending their membership, and our experience in the past has been such that we are led to believe, that in this, we can be of great benefit to them. We are also organized with the sincere desire of promoting the moral, social and charitable elevation of our members and our families, to administer to the sick and needy and in every way be helpful to each other.

Upon entering this third term as President of the Order, which will be the last, it is our earnest desire that it shall be a fruitful one, and that unbounded success will reward our efforts.

We have now a revised and more complete code of laws, also new ritual and floor work, which we will take pleasure in spreading among the ladies of every division of the Order of Railway Conductors; also any and all information concerning us.

Communications addressed to either of the following named ladies will receive immediate attention.

MRS. ROSE STONEHOUSE,

Deputy Grand President, Creston, Iowa.

MRS. C. L. SPRINGER,

Deputy Grand President 803 North 26th street, Philadelphia, Pa.

And also to us, as we are ever and always a devoted worker, and strong advocate for the Order.

MRS. CHAS. E. RAGON,

Grand President, 38 West Mound street, Columbus, Ohio.

Woman's Love and Man's Love.

ROSE TERRY COOKE.

How does a woman love? Once—no more—
Though life forever its loss deplore;
Deep in sorrow or deep in sin,
One king reigneth her heart within.
One alone, by night and day,
Moves her spirit to curse or pray.
One voice only can call her soul
Back from the grasp of death's control
Though love beset her, or friends deride,
Yes, when she smileth another's bride,
Still for her master her life makes moan,
Once is forever, and once alone.

How does a man love? Once for all,
The sweetest voices of life may call,
Sorrow daunt him, or death dismay,

Joy's red roses bedecked his way;
Fortune smile, or jest, or frown,
The cruel thumb of the world turn down.
Loss betray him, or love delight,
Through storm or sunshine, by day or night,
Wandering, toiling, asleep, awake,
Though souls may madden or weak hearts break,
Better than wife, or child, or pelf,
Once and forever he loves—himself.

THE OTHER SIDE.

OR

WOMAN'S "WAY" AND MAN'S "WAY."

BY S. E. F.

A brooklet from a fountain started,
Babbling along, quite merry hearted.
Changing its course with feminine grace
As trifles blocked the way and pace;
When serious barriers it met
The grace was lost in foam and fret,
When fountain head sees the brooklet's tears
With added power the way he clears.
On danced the brooklet with added vim
Accepting freedom by leaving him.
When fountain helped the way to clear
The help was used to disappear.
It meets a stone, offers to embrace,
Then chases a pebble in the race.
Dallies with a chip and a stick,
Plays many a mad fantastic trick.
Winding its way along down the hill
Losing power *but having its will*.
Her wandering steps so far did go
The soil and sun took the overflow.
The brooklet's daring audacity
O'er tasks the fountain's capacity
Then complains, with temper elfish,
When reservoir "holds him he is selfish."

Why loves a man himself forever?
Magnetic meridians never
Can a ship successfully control
When needle forgets the old Northpole.
"Voices of life" and silence of death
May cause a light or labored breath,
"Fortune may frown" while the world may mock
When storms come a true man's a rock
Protecting and shielding his child and wife,
Without whose strength they loose in the strife.
Home, friends, success and every thing good
Their orbit find around his manhood.
A man loves and cares for himself why?
If the fountain head fails brooklets die.



CHATTANOOGA, Tenn., Aug. 2, 1891.

WHEREAS, Death has again invaded our circle and has taken our Brother, H. R. Childress.

Resolved, That in his death, this Division has lost an upright, honorable member—his wife an affectionate husband—and his children a loving father.

Resolved, That we tender to them our sympathy in this, their hour of grief.

Resolved, That our charter be draped in mourning thirty days in his memory, and that a copy of these resolutions be sent to his family and to THE CONDUCTOR.

R. B. STEGALL. } Committee.
W. T. CAPEHART. }

POINT EDWARD, Ont., July 28th, 1891.

Resolutions of condolence by Division 189, to Brother Thomas Parker and wife. Be it,

Resolved, That as it has pleased God in his all wise providence to take from our Brother's family his loving little daughter, Catherine Clark.

We therefore tender to him and his estimable wife and family our heartfelt sympathy in this, their great bereavement, and commend them to that God, who doeth all things well, and ask them to consider that though earth has one Angel less that heaven has one Angel more.

S. E. FINCH, C. C. } Committee.
H. MCINTOSH, A. C. C. }
JAS. B. RICHARDSON, Sec. }

RALEIGH, N. C., July 12th, 1891.

At a regular meeting of Raleigh Division 264, O. R. C., held this day, the following resolutions were adopted:

WHEREAS, The Grand Chief Conductor of the universe has seen fit in infinite wisdom to remove by death the lovely little son, and only child, of our esteemed Brother, W. S. Witherspoon.

Resolved, That we extend to him and his beloved wife our tenderest sympathies in their sad bereavement, reminding them that their loss is Heaven's gain, and that though their little lamb was taken in its tenderest age, yet the great and good Shephard has taken it into his own keeping, and will keep it safe from the snares and pitfalls that might have befallen it here, so we would say to our beloved Brother and Sister, cheer up and mourn not for your darling baby boy, for he is safe in the arms of the blessed Redeemer.

Resolved, That these resolutions be spread on our minutes, a copy be sent to the family, and a copy be furnished The Orange County Observer.

S. S. COLEY. } Committee.
F. C. SMITH. }
J. B. HOGAN. }

HURON, S. D., July 36, 1891.

Leo, son of Brother T. D. Higgins, died March 24th, 1891, aged five years.

At a regular meeting of Huron Division 121 the following resolutions of sympathy were adopted:

WHEREAS, It has pleased our Heavenly Father to take unto himself and from our esteemed Brother, T. D. Higgins, his cherished and beloved son by death.

Resolved, That we, the Brothers of No. 121 extend to him our heartfelt sympathy in this his sad bereavement, trusting and believing that the All Wise Being doeth all things well will be his main stay and comfort when past recollections of his dear one comes fresh to his mind.

Resolved, That as a token of respect for our worthy Brother, that a copy of these resolutions be sent him, also spread on the minutes of this meeting and sent to THE CONDUCTOR for publication.

W. H. McCORMICK. } Committee.
J. CONNORS. }
T. BRENNAN. }

TOPEKA, Kan., July 20th, 1891.

At a regular meeting of the Topeka Division 179, O. R. C., held July 19th the following resolutions were adopted.

WHEREAS, It has pleased the Grand Chief Conductor of the universe to remove from our midst our worthy Brother, C. W. McDougall, who died in Chicago, June 24th, 1891: Therefore be it.

Resolved, While we bow to the will of the Almighty, we sincerely mourn the loss of a true Brother and friend in the death of Brother McDougall.

Resolved, That these resolutions be spread on the minutes of our Division and a copy sent THE CONDUCTOR for publication, and our Division room be draped in mourning for thirty days.

Resolved, That a vote of thanks be tendered Mr. Ed Kirkpatrick of 98 Randolph street, Chicago, for the kind manner he contributed to the wants of Brother McDougall while sick, and for the careful and christian burial he gave his remains. For which this Division extends to Mr. Kirkpatrick their heartfelt thanks.

T. P. KELLY. } Committee.
D. J. FURBECK. }
J. H. DOOD. }

At a special meeting of Milwaukee Division 46, O. R. C., held Sunday, July 26th, 1891, the following resolutions were adopted.

WHEREAS, The remorseless reaper has passed the portals of our division, and suddenly and unexpectedly taken from our midst our friend and

Brother, T. H. Ratcliff, and it becomes our duty and melancholy pleasure to bear testimony to his worth. Be it,

Resolved, That while in sorrow we bow submissively to the inscrutable decree of the Almighty, "who doeth all things well." We shall treasure the rich legacy that our friend has left in his life, and work the memory of which will remain with us a realization of all that is pure, generous and good. "Dick" Ratcliff, as he was commonly called, will be greatly missed. Be it further

Resolved, That in this sad and untimely affliction we are all admonished of the unwelcome fact that all must die, and we as Brothers of Milwaukee Division, No. 46, Order of Railway Conductors, tender to the family and friends of our late Brother, T. H. Ratcliff, our sincere sympathy in their sad bereavement, and may God in His infinite tenderness and compassion guard the widow and fatherless in the hour of their sad affliction. Be it further

Resolved, That a copy of these resolutions be sent to our late Brothers family, be spread on the minutes of the Division records, and a copy sent to the RAILWAY CONDUCTOR for publication, and the charter be draped in mourning for the space of thirty days.

BY ORDER OF THE DIVISION.

NEWARK, July 12th, 1891.

WHEREAS, The hand of death has removed from the household of our worthy Bro, and Mrs. Marshall Rouse, their little son Carl, aged two years, we the members of Licking Division, No. 166, O. R. C. offer this tribute of respect and assurance of earnest sympathy with them in this sore affliction.

Knowing the loss of our children to be, of all the losses and trials of this life, the greatest to bear, and our love for them of all earthly attachments the most affectionate and endurable, we plead with them to be hopeful, that the youthful spirit has been but rescued from the winds and waves of a longer life, to enjoy the infinite goodness of the Creator.

IRA HERRON,
CLICK CALDWELL. } Committee.
GRANT FERGUSON.

PITTSBURG, Pa., Aug. 3, 1891.

We, members of Division No. 114, who were acquainted with our Brother, J. A. Nichols, are well aware that he had been suffering more or less from a weak constitution for the past five years. He was employed on the Pittsburg Division of the B. & O. R. R., for six years as freight and passenger conductor, until about three years ago, when he went west and engaged himself with the D. & R. G., as passenger conductor, which position he held up to June 18th, when he contracted a cold which settled upon his lungs, and from which he succumbed to the inevitable, he being 39 years of age at the time of his death, which occurred at St. Joseph, Mo., from which place his remains were brought to Connellsville, Fayette County, Pa., and laid beside his wife, who preceded him six years ago to that undiscovered country from whose bourne no Traveler returns. Our Brother was a member of Antioch Commandry, No. 6, and also a member of Cumberland Lodge 63, B. P. O. E. He was buried by

the representatives of different organizations of which he was a member. We therefore adopt the following resolutions:

WHEREAS, It has pleased the Grand Chief Conductor of the universe to remove from our midst our Brother, J. A. Nichols

Resolved. First—That we through his death have lost a true and worthy Brother.

Second—That we extend to the bereaved family our deepest sympathy in their loss.

Third—That we, the friends and members of Division 114 do most heartily return our thanks and gratitude for the courtesies shown by officials and members of the Masonic Fraternity of Connellsville, Pa. Also to the Commandry of K. T. of St. Joseph, Mo., for their kind attention to him during his sickness. Also to the officials of the Pittsburg Division B. & O. R. R., for furnishing free transportation for all members who attended the funeral.

Fourth—That these resolutions be spread upon the minutes of this division, No. 114 and a copy be presented to the family of the deceased, and that they be published in THE CONDUCTOR.

By the committee.

R. B. Hawkins }
No. 114 O. R. C. } C. W. BALL.
W. A. PRATT.
D. PICKLES.

GALESBURG, Ill, July 28, 1891.

Hall of Galesburg Div. No. 83, O. R. C.

WHEREAS, It hath pleased an Allwise Providence to remove from their midst, Master Eddie, beloved son of Bro. Stofft, death having invaded their home for the first time, thus breaking a link in the family circle of a happy home, therefore be it

Resolved, That we as members of Div. No. 83 O. R. C. do hereby record our profound sympathy for our bereaved Brothers family in their sore trial of sorrow, and as He, "who doeth all things well" we earnestly commend them to his care, who alone can comfort such broken hearts, and be it further,

Resolved, That a copy of these resolutions be sent to his family, one to be spread upon the minutes, and one to be sent to the RAILWAY CONDUCTOR.

D. S. HECKER, }
E. SHANNON. } Committee.
A. FOX.

At a meeting of Blue Ridge Division, No. 184, O. R. C. held on July 9th, 1891, the following resolutions were adopted:

WHEREAS, It has pleased God to remove by death, on the 5th day of July, from the family of Bro. and Mrs. C. J. Hunter, their infant daughter, Amy Bailey, aged 4 months and 28 days, be it

Resolved, That we the members of Blue Ridge Division, No. 184, O. R. C. do most sincerely sympathize with them in their sad bereavement.

Resolved, That these resolutions on the records of our Division, a copy sent Bro. Hunter, and published in the RAILWAY CONDUCTOR. also given to the Clifton Forge and Iron Gate Review, for publication.

S. C. BUSTER, }
J. W. SHULER. } Committee.
W. A. YOUNG.

Resolutions of respect adopted by Licking Div. 166 O. R. C.

The Angel of death has thrust his shivering blade, and from our midst has taken the beloved wife of (conductor) Bolslar. She departed this life Wednesday, June 17th, aged 23 years, 10 months and 7 days. It is hard that the misty twilight of death should so soon blot out the golden glow of morning. It is hard that the anthem should be broken by a sob, that the happy home of a few years only, should be turned to one of sorrow, and that the dead blades of the grave grass should quiver over the feet that for years should have pressed the green verdure of summer. It is hard that one so full of hope, kindness and devotion should be stricken down, but "death loves a shining mark." The flowers that bloom to day, to-morrow die. The kind hands of brotherly love are extended to Brother Bolslar by the members of Div. 166 O. R. C. of which he is a member. Their heads are bowed in sorrow and sympathy for him in his deep grief.

The remains were laid to rest in Cedar Hill Cemetery June 19th. The floral offerings of the L. A. of O. R. C. were elaborate and beautiful. The funeral car was followed by a large concourse of friends and relatives, who mourns the loss of a friend, sister and loving wife.

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to remove by death the loving wife of our beloved brother, be it therefore,

Resolved, That we, his Brothers, do sincerely sympathize with him in his sad bereavement and resolve that these resolutions be placed on the records of our division, a copy sent to our bereft brother, to each of the daily papers of the city of Newark, and to the RAILWAY CONDUCTOR for publication.

FRANK WOODWARD,
JOHN THORNTON,
JOHN MYERS. } Committee.

At a regular meeting of Monon Div. No. 89, the following resolutions were passed.

WHEREAS, It has pleased the Almighty God to remove from our midst by death Mrs. Susan Rae, the beloved mother of our esteemed friend and Brother A. L. Rae. Therefore be it,

Resolved, That we as Brothers of this Division, do most heartily sympathize with him in this hour of bereavement.

Resolved, That a copy of these resolutions be sent to the family of Brother A. L. Rae, also a copy be sent to the RAILWAY CONDUCTOR, and a copy be spread on the minutes of this Division.

P. W. KALIHUR.
R. FORT,
J. W. ROSE. } Committee.

BOWLING GREEN, Ky.,

At the last regular meeting of Bowling Green Division No. 133 July 19th 1891, the following resolutions were passed.

WHEREAS, It has pleased Almighty God to remove by death, little Annie Laurie daughter of our worthy Brother Ed. H. Brown.

Resolved, That the Members of this Division most sincerely sympathize with Bro. Brown and his wife, and extend to them our deep sympathy in this their hour of sorrow.

Resolved, That while our sympathy cannot assuage the sorrow which time alone can heal, we nevertheless extend to the family of our Brother our heartfelt interest in their bereavement, and may the Holy Spirit so assist them to bear the affliction, that they may be able to say:

God recalls his precious loan,
God hath taken her away.
From our bosom to his own,
Surely what He wills is best.

Resolved, That the secretary report these resolutions on the minutes, transmit a copy of same to Brother Brown, and furnish a copy to the RAILWAY CONDUCTOR for publication.

J. W. STEBBINS,
G. W. JAMES. } Committee.
J. C. WILLETT.

CHADRON, Neb., July 6th 1891.

At a regular meeting of Long Pine Division, No. 173. Order of Railway Conductors, held Sunday, July 5th 1891, the following resolutions were adopted.

WHEREAS, It has pleased God, the Grand Chief Conductor of the Universe, to remove by death on Sunday, June 28th 1891, the beloved mother of our esteemed and worthy Brother, secretary Grove H. Benson, be it

Resolved, That we, the members of Long Pine Division, No. 173. Order of Railway Conductors, do most sincerely sympathize with him and his sister in their sad bereavement.

Resolved, That these resolutions be placed on the records of our division and a copy be published in the RAILWAY CONDUCTOR, also given the city papers of Chadron for publication, and a copy sent Brother Benson and sister.

A. M. WRIGHT,
J. M. SAMMONS,
J. B. LEADES. } Committee.

At a meeting held July 12th, 1891, the following resolutions were adopted in memory of our late Brother, George A. Coleman.

WHEREAS, The Grand Chief Conductor of the Universe has given the alarm at the inner door of our Division room and called one of our members, Bro. Geo. A. Coleman, to the Lodge Room above, whereby Cleveland Division, No. 14, Order of Railway Conductors, loses a valuable member, his wife an affectionate husband and his child, a loving father:

Resolved, That in Bro. Coleman we recognize one who filled the character of a true conductor, one who in all his relations to his fellow man in the community, in the Order of Railway Conductors, in the social circle or in his private walks of life, as well as his official relations, was highly respected and honored by all who knew him;

Resolved, That we extend to the bereaved widow and orphan child our heartfelt sympathy, and may He who has so graciously promised to be a husband to the widow and a father to the fatherless, watch over and protect them from all harm.

Resolved, That as a mark of respect to our esteemed Brother our charter be draped in mourning for thirty days.

C. CORLETT,
C. L. TITUS. } Committee.
T. C. ATWATER.

MENTIONS

The G. C. C., of the I. B., of R. C., has changed the place of meeting of their Grand Division from Jacksonville, Fla., to Louisville. Ky.

**

We give in this number the Colorado supreme court decision, to which reference was made in the July number, but which was crowded out of that issue.

**

A very brief experience has convinced the S. P., of the undesirability of employing "collectors," and those employed only four or five months ago by that company are soon to be removed.

**

July 23d, Ashton Division No. 136 gave a grand excursion to Aden Springs, Ky., which was well patronized. THE CONDUCTOR is under obligations for an invitation.

**

A member requests us to reprint the poem read by Brother Belknap at the union meeting at Beardstown, Ills., in June 1886, which request will be complied with as soon as possible.

**

It is again stated that General Manager Robinson of the A. & P., has resigned to accept the position of general manager of the Aransas Pass, and that he will be succeeded on the A. & P., by K. H. Wade.

**

J. Sloat Fassett, who has just been appointed collector of the port of New York, is a warm friend of Bro. C. A. Burr, now a deputy and his many friends hope that the change will result in promotion for him.

**

Bro. M. H. Markey had his division card, No. 300, several letters and a trip pass over the St. L., I. M. & S. railway stolen in Winona recently and requests any one to whom either may be presented, to kindly retain and send to the secretary of Division No. 121.

The Monon and its employés are to be heartily congratulated on the selection by that company of S. J. Collins as general superintendent, and no employé who does half way right will ever have cause to complain of Collins.

**

We need a copy of THE RAILWAY CONSTRUCTORS' MONTHLY for January 1889, and a copy of THE RAILWAY CONDUCTOR, for January 1st, 1891, to complete files. Will any reader who has them to spare, please advise us.

**

C. S. Coler of Kaw Valley Division No. 55 writes us that he is now running a passenger train on the N. H. & D. division of the Housatonic with headquarters at New Haven. Bro. Coler states that he likes his new location very much.

**

The trouble over the convict contracts in Tennessee has been satisfactorily adjusted for the present; the miners agreeing to aid the governor in enforcing the law and the legislature to be convened as soon as possible to take some action in regard to the present convict contract law, which is a disgrace to any civilized state.

**

A communication in the Toledo "organ," states that Brother Geo. H. Odell, who was without his consent elected a member of the executive committee of the B. of R. C., and published to the world as one of their officers when they first organized, has been dismissed from the service of the Southern Pacific company. The statement was false and advantage was taken of the fact that Brother Odell took a short vacation, to spread a tale of his dismissal.

**

"Good Luck is Mine" is a new song from the press of The S Brainerds Sons Co. of Chicago, by Harry J. Howard; The Zulu Patrol is a March from the same house, in which the composer, Geo. Schleiffarth skillfully introduces the wierd battle chant of the Zulu warriors. This firm

publishes *The Musical Guide*, a book of 200 pages of valuable musical information, with a full description of over 10,000 pieces of music and music books, biographical sketches of over 150 composers with portraits and other illustrations. It also contains a choice selection of new vocal and instrumental music with many other attractive features. It should be in the hands of every teacher, student and music lover, and it and a copy of *Brainerd's Musical World* will be sent free to any one, on receipt of eight two cent stamps to pay postage. Address the publishers, S. Brainerd's Sons Co., Chicago, Ills.

**

The Trainmen's Journal gives an excellent portrait of Farmer Coffin in its last issue.

**

The Secretary of Milbank Division No. 99, wishes to know the address of Bro. J. W. Kelley of that division.

**

E. L. Pixley of Division No. 240 is lost; at least the officers of his division do not know where he is but wish to learn.

**

THE CONDUCTOR acknowledges a pleasant call from Messrs. Perry and Thorp of the Railway Employés Club of which mention is made elsewhere.

**

Among our callers recently, we were glad to welcome H. E. Wills, a prominent member of the B. of L. E. and an old employé of the Northwestern.

**

Any one knowing the address of Stephen Way, formerly a conductor on some road in New York, will confer a favor by sending his address to Miss Clara Way, Mechanicsville, N. Y.

**

New England Division No. 157, gave its sixth annual excursion on the 2nd, on the famous excursion steamer New York. THE CONDUCTOR was generously remembered by the boys.

**

If Bros. G. R. Goran and D. Sullivan, of Division No. 60 will kindly advise the secretary of that Division of their present location they will confer a favor on him and perhaps themselves.

**

The editor of THE CONDUCTOR would very much like to know the present address of J. Edwin Spurr, a former grand officer of the Order of Railway Telegraphers. We are financially interested in him.

**

Messrs. Thurston and Ramsey of the O. of R. T., were recent callers. Brother Ramsey is one of the famous 101 of the Illinois legislature and for that reason, finds a warm welcome from all such "rock-ribbed, moss-backed bourbons," as ye editor.

**

A real old fashioned clam bake is what was enjoyed by the members of Millard Division No.

104 on the 6th inst., at Sherwood's Island Park and its a source of regret from which we have not yet recovered, that we were unable to reach a single clam.

**

The last legislature of Michigan enacted a law requiring railroads in that State to pay a certain per centage on their earnings in the State as a tax, and the C. & G. T. has issued a wordy circular notifying its employes that *they* must pay the tax—in other words, notifying them of a probable cut in salaries. The tax for that company is estimated at \$36,000, and on account of it the company will probably find it convenient to "reduce expenses" about \$100,000.

**

The Switchmen's Journal and the "Majah" are patting Bro. Rogers, of the Trainmen's Journal, on the back because he differs with his associates in regard to the Northwestern trouble, although his position is practically the same as that of THE CONDUCTOR and the Grand Chief Conductor of the Order.

**

Some time ago, a very warm invitation was received to attend a union meeting of members of the four organizations of train men which was held at Dennison, Ohio, Sunday, August 2nd. We were unable to accept, but the official staff of the Order was ably represented by Bro. Garretson.

**

Geo. Elmer, the energetic secretary of 117 recently returned from a fishing excursion and claims that he caught, either 40, 400 or 4000 pounds of speckled trout; he came back without a coat but there is no suspicion that he traded the coat for the trout because a coat would not buy 4000 pounds.

**

On account of the change in the certificates and numbers in the Mutual Benefit Department, no assessment was made for August. It is expected that the books will be completed in time to make the regular assessment September 1st, but it will be necessary to make it a "double-header" on account of not making one in August.

**

In our advertising columns of this issue will be found a special offer to our members from Holman Liver Pad Co. This is an old, reliable house and has no connection with the devices known as "Electric Belts," etc. Their book of testimonials covers the most reputable persons in all vocations, and will be sent free on application.

**

C. F. W. Hall, an old time friend of the writer, and a good member of the Order, retired from the rail some little time ago to engage in other business. A recent issue of *The Inter Lake* announces the organization of the First National Bank of Demersville, Montana, with Bro. Hall as one of the directors, from which we infer that he has prospered. He is a member of 117.

**

On another page we give a brief account of the marriage of the daughter of Bro. J. S. Scott, who will be remembered by many as the former secre-

tary of No. 11 at Newton, Kansas, and there are many Kansas people that will join THE CONDUCTOR in congratulations and best wishes for the happiness and prosperity of the Mr. and Mrs. Gray.

A good sister from Cleveland who was one of a party of hilarious excursionists who made life weary for a Little Rock street car conductor for the space of an hour, wishes THE CONDUCTOR to inquire of the members of 131 if any street car conductor has committed suicide since we were there as she fears that the actions of herself and others May have driven him to desperation.

The *Railway News-Reporter* pays a well merited tribute to Bro. Clark in a recent issue and in common with all unprejudiced men, warmly commends the action of the officers of the Order in connection with the Supreme Council. Bro. Honin's kind words for our Executive will be appreciated by every member of the Order.

Every one of those who participated in the late excursion of the Grand Division will be pained to learn of the death of Mrs. Richardson, wife of Mr. L. D. Richardson, of the Hot Springs Railroad. Mrs. Richardson was in Chicago purchasing furniture for a new home just completed, was suddenly taken ill and died there.

With practically every division of the Order heard from, not a single one has anything but approval for the withdrawal of the application of the Order for membership in the Supreme Council and more than that, so far not a single member has failed to heartily approve. Such unanimity in support of any official action very seldom occurs and the officers interested are highly gratified by it, and they have reason to be.

No political party can afford to even indirectly countenance an attempt on the part of any one to deprive laboring men of work or to reduce the wages of laboring men by replacing them with convicts under a law permitting a state to contract its prisoners and if Senator Brice is in any way interested in the employment of convicts at Bricefield, Tenn., as is charged, he should be summarily deposed from the chairmanship of the Democratic committee if he does not retire voluntarily, for while it is his legal right to buy contract labor under the laws of Tennessee, no party can command or deserve the support of the honest working man of the United States, which has for its acknowledged leader, a man who takes advantage of an infamous law to increase his own profit at the expense of the honest laborer.

The *Monthly Balance*, published by The Brotherhood of Station Agents, openly asserts and repeats in the first issue of that publication, the statement that G. W. Howard offered to insure the acceptance of their application to the Supreme Council if they would vote as he wished on the application of the Order. To keep up his record for veracity (?) the "Colonel" should promptly deny that he ever made any such propo-

sition, that he ever saw the representatives of the Station Agents, or that he ever knew there was any such organization.

It has been a matter of some wonder to us, that Mr. Corbin has not interfered with the members of the Order on the Long Island road, but the expected move has been made at last, and members who do not sever their connection with us are dismissed. Bro. Romaine, of Div., 54 has been dismissed, and a number of others have withdrawn. The employes on the Long Island are not in a condition to make any resistance at present, but the time is not far in the future when Mr. Corbin will not interfere with the personal privileges of his employes.

The B. of R. T., have our thanks for a copy of agreements between Railway employes and officials, which is a book of 260 pages containing copies of all the agreements and wage schedules made between employes and the different railway companies to date. It is a useful and convenient book and a copy of it should be in the possession of every division of the Order as well as all others who are interested in the matter of railway wages. The price is one dollar per copy and it can be obtained by sending to the Grand Secretary of the B. of R. T., or to this office.

The great and only J. D. Johnson takes nearly a column in the *Easton Argus* to notify the world that he proposes to organize himself into a division of the "International Brotherhood of Railway Conductors," and to deny the statement of the *Argus* that the organization is largely composed of those who have been expelled by or could not gain admission to the Order. J. D. himself was expelled in 1887, and has made several attempts to get back, the latest being a threat that he would "join the B. of R. C." if not reinstated. He was told, in effect, to "join and be blanked," and it is *hoped* that the Order will survive the catastrophe.

D. J. Carr, Grand Secretary of the Brotherhood of Railway Conductors, told the writer in Chicago on the morning of June 16th last, that his Order had 8,561 members. In the afternoon of the same day he stated that the Brotherhood of Railway Conductors had, in good standing, the last time he examined the books, 12,895 members. This shows a gain in six hours of 4,334 members. And the next day it snowed.—*The Monthly Balance*.

And while it was snowing, the records of the Supreme Council showed that it took less than 2,000 copies to comply with the law of the Federation and supply every one of the 12,895 members with a copy of the law.

The Switchman's Journal and *The Telegrapher* both publish a story, that Brother Clark said that Mr. Thurston of the O. of R. T., told him that he (Thurston) was approached by Mr. Howard of the B. of R. C., and told that they would be admitted to the Council if they would agree to vote

against the application of the Order of Railway Conductors. Brother Clark has never said anything of the kind. He *did* say that such a proposition was made by Howard to the station agents, and the officers of that organization repeat that statement in their official publication. The rejection of the application of the O. of R. T., had nothing whatever to do with the withdrawal of the application of the O. of R. C., as our application was withdrawn before that of the O. of R. T., was considered. Mr. Thurston made no such statement to Brother Clark.

A year ago, the gallant "Majah" filled the columns of the "organ" with the same fulsome flattery formerly slobbered over the writer, but he "sincerely regretted" the fact that "while Bro. Clark was an honest, well-meaning man," he was weak and foolish, and entirely dominated by and under the control of a "gang" of midnight assassins, robbers and thieves, of whom "old Bill Daniels" was the chief.

The gallant "Majah" and his cohorts have discovered, however, that Clark has a mind of his own, and is under the domination of no one, certainly not of the slimy "Majah," and the tune is rapidly changing; he already approvingly quotes the charge in the *Switchmen's Journal* that Clark is a traitor to the interests of railway employes, and very soon it will be "old Ed. Clark."

Bro. Clark prefers to be honored by abuse rather than damned by praise from such a source.

R. B. Campbell, formerly superintendent of a division of the St. Paul, at Marion, Iowa, and lately an officer of a railway in Jamaica, has been appointed superintendent of the B. & O. lines west of the Ohio river to succeed Mr. Dickinson. Mr. Campbell is said to be a very peculiar man with strangely variable moods and one who acts from impulse and in accordance with his feelings at the time rather than from any sense of justice. The writer with a very limited acquaintance with Mr. Campbell, always found him reasonable and fair; an officer of ability, he did many foolish and trivial things, an instance of which was the issuance of and an effort to enforce an order to conductors, that no matter what the circumstances, every passenger without exception, must be given a train check. Among the employes of the St. Paul, much complaint was made of unjust treatment at his hands. The editor of the *Marion Register*, who was an employe under him and in a position to know, says "he suffered from an organic derangement which made him disagreeable during the morning hours and many an employe lost his job or received an additional thirty days on this account."

Some one, presumably The Railway Club, is sending out in circular form, what purports to be an editorial from the Northwestern Railroader, entitled "Earnings of Iowa Roads," which laboriously proves to the satisfaction of its writer probably, that the Iowa railroads are grievously oppressed by law, and that the poor railroad owners only made 0.91 per cent on the capital stock and bonded indebtedness of all the roads; a pamphlet by the same author and with the same end in view, written in 1890, is also being distributed. In the next number we shall try to briefly

review both, but meantime we suggest to Mr. Robinson that he pursue the same plan with other lines of business, as for instance, take the total amount invested in the grocery business in Iowa during 1860, deduct for expenses in as liberal a ratio as he has for railroads and see what per cent of profit was made on the invested capital; or take the cultivated land in Iowa and make the same computation, and then compare with the railways and see how much the grocers, farmers and others come out ahead of the roads. The truth is that while occasionally a farmer, a grocer, a dry goods merchant and so on, makes money and gets rich, the great majority barely make a living and like the roads, many fail and are sold out; the per centage of profit on the total amount invested, after deducting in a much less liberal manner for expenses and interest on indebtedness than is usually done by railways, will be found to be a smaller average than on railway investments.

A late issue of the Toledo "organ" repeats the old chesnut about Geo. W. Howard resigning a \$5,000 position, thus sacrificing his personal interests to labor for conductors. It is hardly worth while, yet as some of our readers may not know the facts, we repeat them. He has not resigned any position paying \$5,000 per year in order to work for conductors' organizations. He has resigned positions for the same reason that conductors sometimes do—because the pay has been discontinued. In 1888 he was superintendent of what was called the Coronado Beach Railroad, though it was a "dummy" line of about eighteen miles from San Diego to the Coronado Beach hotel, and never attained enough of the dignity of a railroad to find a place in the Official Guide. Soon after the control of it was assumed by the Santa Fe, Mr. Howard was notified that his services were not needed, and he accordingly "sacrificed" the position to labor for the B. of R. C. When D. J. Mackey, on account of personal acquaintance, offered him a place, he didn't need any time to consider, but snapped at it as quick as possible, regardless of the fact that the B. of R. C. needed him as much as ever. A very few months later, when Mr. Mackey sent a note down stairs to Howard telling him that he could not work for the Mackey system any longer, he again promptly "sacrificed" his position, and incited a strike to get even with Mackey. So far as the writer knows, there is no more discredit to Mr. Howard in having been asked to resign in these two instances, than to many conductors who are asked to resign. The discredit is in making false statements in regard to them.

The last issue of the *Switchmen's Journal* attacks the integrity of Bro. Clark. He can, however, well afford to be attacked by those who have pursued the course that this association and its officers have. John Downey, one of the regular representatives of the Switchmen in the Council, was too manly to enter into the "conspiracy" between the officers of the S. M. A. A. and the I. B. of R. C., but declined to have anything to do with it, saying that when he withdrew from the Federation he was in earnest, and not engaged in boy's play.



The Monthly Balance, published at Topeka by the Brotherhood of Station Agents, makes its appearance, and No. 1, Volume 1, is on our desk. It is mechanically well executed, and the matter is such as to indicate that though the association may be few in numbers as yet, it does not lack in ability and energy. The price is only fifty cents per year, and we hope it may be successful, and give material aid in extending the power and influence of the organization until it shall include every agent in the land.

A stranger to us has been *The Telegrapher*, but we sincerely hope that it will not be hereafter, and we take pleasure in placing it on our exchange list, and while we are unfortunately obliged to differ with it at present, we sincerely hope that the time will soon come when we can agree, on the present matter of difference at least. It is now published in Fort Wayne, Ind., having been recently moved there from Chicago. It is a weekly paper, and the price is \$1.50 per year, and it should receive a hearty support from the operators of the country.

Outing for August is fresh and wholesome as a lake breeze. Where the publishers manage to find such a wealth of delightful information about travel, sports and pastimes is a mystery; but they do find it month after month, and that it can be found is a great credit to our people. The love of nature and the intimate acquaintance with every gentlemanly amusement displayed by the contributors to *Outing's* pages is an encouraging indication of a national leaning toward a healthier style of literature, and toward those beneficial exercises which tend to build up a stalwart nation, and assure for Americans a proud position among the great powers of the world.

In *St. Nicholas* for August, the frontispiece by George Wharton Edwards and the poem by Helen Gray Cone are excellent examples of dainty work for old and young alike. While excellent in technique, each has the force and cleverness which go to make good work also popular. Among the more attractive titles in the index we select "The Crowned Children of Europe," by Charles C. Backus, an account of Wilhelmina of Holland, Alphonso of Spain, and Prince Alexander of Serbia, with photographs; "Plain Truths About Hunting," one of those articles by Julian Ralph which say well what everybody who knows about a subject wishes would be well said; "Vacation Days," a story told in letters, and illustrated by Mrs. Foote's strongly individual pictures; and "The Story of My Life," wherein Saleh Bin Osman, Stanley's Zanzibar Boy, is made to tell his own story by means of a short hand report.

Sarah O. Jewett contributes the leading story of the August *Wide Awake*, a delightful reminis-

cence of Lafayette's last visit to America; it is entitled, "Peg's Little Chair," and has a full page illustration by Garrett. "The Bride's Boquet," a charming story of a good deed, is by Grace W. Soper of the *Boston Journal*. "The Silent Lie," an admirable school story for young folk, is by Francis E. Leupp of the *Washington Star*. "Pokeberry Juice and Mullein," by Kate Upson Clark, is a little tale that reveals some of the funny toilet secrets of country girls a generation ago. "Mr. Brown's Playfellow," by J. Loxley Rhees, "Shells of Sea and Land," by Will M. Clemens, "The Poppy Bee," by Mrs. Hall, and "How to Dry Starfishes," by Louise Lyndon, are good short articles for the lovers of natural history. "How the Cossacks Play Polo," is a terrible and dramatic story of a Russian field sport indulged in by officers of the Imperial Guard; it is by Madame de Meissner of the Russian legation.

Scribner's Magazine for August is a fiction number, and contains five complete short stories by Thomas Nelson Page, T. R. Sullivan, A. A. Hayes, Annie Eliot, and John J. a Becket. Four of the stories are illustrated, each by an artist chosen for his skill in delineating the special characters and incidents which are the features of the tale. Albert Lynch, the famous French illustrator, W. D. Metcalf, Charles Broughton, and W. L. Taylor, are the artists whose work adorns these stories, producing a variety and delicacy of illustration seldom seen in a single issue of a magazine. This number also contains a long opening installment of the new serial, "The Wrecker," by Robert Louis Stevenson and Lloyd Osbourne. The action of the story takes place, for the most part, in San Francisco, and in the South Sea Islands, among which the authors have been cruising for several years. The leading character is an American, and the story is one in which scene and action will strongly appeal to American readers.

Poultney Bigelow, who was a schoolmate of the German Emperor, will contribute an article to the Midsummer (August) Number of *The Century* on the first three years of the Emperor's reign—the third anniversary of his ascent to the throne having taken place on the 15th of June. Mr. Bigelow believes that "since Frederick the Great no king of Prussia has understood his business like this emperor," and in this article he gives what he considers the secret of the power of William II. with his people, and incidentally contributes many facts regarding his life. This number of *The Century* will be especially rich in illustrated articles and complete stories, and the illustrations of Mr. Bigelow's paper will include a number of views of the palaces at Berlin and Potsdam, and engraved portraits of the Emperor and Empress will form a double frontispiece.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

WM. P. DANIELS, EDITOR AND MANAGER.
 W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

A PERSONAL WORD.

An introductory editorial after having had charge of **THE CONDUCTOR** for the past year may seem to be something in the way of a burlesque, yet I believe that a brief acknowledgement of the continued confidence of the members, for I can but regard it as such an expression and an endorsement of the general conduct of the publication during the past year, is not only timely, but that it would be unbecoming on my part to withhold it. No reader or member should understand that I assume that each and every act is endorsed by those whose suffrages placed me again in charge of your publication, but I do believe and am proud of the opportunity for the belief, that it is a general endorsement and an expression of confidence in myself by the members of which any man on earth may well be proud and gratified and I assure all, that while I shall almost certainly make mistakes in the future, as I have made them in the past, I shall to the best of my ability and judgment serve the Order of Railway Conductors faithfully, honestly and with a sincere desire to do at all times what is for their best interest.

I do not flatter myself that I shall equal my predecessor in a literary way, nor do I hope to make of **THE CONDUCTOR** what I in common with all other members would be glad to have it; it is no light matter for one who has no literary training, who has, in common with so many others of our land, had but limited educational facilities and who, in addition, does not possess the natural ability and inclination for literary pursuits, to undertake to edit a publication that is to represent so large and so intelligent a class of men as the conductors on the railways of America, and it is with a much greater degree of hesitation that I now make the attempt than when a few years ago, I first undertook, for a brief time, editorial charge of **THE RAILWAY CONDUCTOR'S MONTHLY**. I have as an offset, however, greater faith and confidence in the charity and liberality of the members; a greater reliance upon the certainty of their indulgence for the errors of both omission and commission that are sure to come: of their steadfast and hearty support in all that is right and their brotherly criticism of what is wrong. This criticism is invited and I sincerely hope that no member in the Order will hesitate for a moment in the acceptance of the invitation whenever he sees anything, no matter how trivial, that he deems worthy of notice. I shall endeavor to avail myself of the permission given in the present law to secure for **THE CONDUCTOR** interesting and readable matter from abler pens than my

own; with the commencement of the next volume, I hope to make some few changes that will add to the value of the book and in doing so, I shall draw with extreme liberality on my associates for advice and counsel and I believe the drafts will be as freely and fully honored in the future as they have been in the past. I also solicit, now and at all times, suggestions from members as to any improvements that can be made.

Faithfully and Sincerely Yours in P. F.
 WM. P. DANIELS.

THE RAILWAY EMPLOYEES' CLUB.

In its issue for November, 1890, *The Switchmen's Journal* published an article dissecting this attempt on the part of some one to tie up the employes of railways and deliver them over to the employers and in the November 15th, **CONDUCTOR** mention was made of the Club and members were cautioned to look out and not permit themselves to be entrapped. Up to that time we had looked in vain for information as to the Club and have been unable to obtain much of any additional information since. In what we have said above and anything we hereafter may say we wish to distinctly disclaim any intent to reflect upon any of the *bona fide* employes who are members or officers of the Club. It is claimed that a large club has been recently organized in Dubuque, Iowa, and an attempt has been made to organize in this city and for this reason we wish to again caution not only our own members but employes generally to beware of this association and to give some few reasons why we believe it would be detrimental to railway employes to take part in anything of the kind even if it was solely intended in the interest of employes, which we believe it is not. Mr. W. E. Perry the secretary and Mr. Thorp a member, the former a clerk in some railway office and the latter a machinist in the employ of the C., St. P. & O. Co., were here recently endeavoring to organize a branch of their club. We believe these gentlemen to be sincere and earnest in their desire to advance the interests of employes, but we also believe that they are badly mistaken and they are simply being used as cat's paws for the employers benefit. The origin of the Railway Club, which is purely a political movement and claimed to be an effort to combine railway employes to act politically in their own interest without regard to party, was, as near as we can learn with one Harry P. Robinson, now the publisher of *The Northwestern Railroader* and a man who has never been employed by or connected with rail-

roads in any way and the paper now published by him, is as near as we can learn, though we do not see the paper, published solely in the interests of the companies, with a considerable profession of sympathy for the employés. In its inception the Club was largely officered by railway officials and semi-officials and its membership was composed largely of officials and those directly connected with railway officers and offices although an edition of the laws of the Club printed during the present year, provides that "any railway employé in the United States shall be entitled to membership, excepting officials ranking in authority above general foreman or above agent" this constitution says nothing of the benefit feature to which attention was called by the *Journal* last year, whether because that feature has been dropped entirely or because it is simply kept in the back ground for prudential reasons we do not know; as we have no information that this benefit feature which sought to deprive the member from prosecuting his just claims against a railway company in the courts, is yet a feature of the Club, we will refrain from comment upon that and will confine ourselves to the matter contained in the laws before us.

The same preamble is used now that was issued a year ago, and it recites that the organization is not only to influence legislatures and commissions but *courts* as well; the statement, is made that the highest court in several of the states has decided that commissions may make *any rates under present laws, that they please*; this is not true and no court has so decided, although it *has* been decided that rates made by the commissions in some cases, shall be *prima facie* evidence that they are reasonable. It has been decided by supreme courts that any rates made by states or commissions must be reasonable, and if companies can show in court that they are not reasonable, they will not be sustained by the courts. It is also said that "the tendency of late is towards a heavy reduction in rates," which is, to some extent true, but if some officer or member of the Club will cite a single instance of a case where legislation had caused a reduction that was unreasonable, or that was anything like the reductions made by the companies themselves, in some of their many quarrels among themselves, this statement would have much more weight; general statements are easily made but are not always susceptible of proof and a specific statement of a single case would go farther than a dozen pages of generalities. Admitting that it is true that the tendency has been "toward heavy reductions" the fact is self evident to any one at all well informed, that the tendency towards a heavy reduction in operating expenses, has been much greater than toward a reduction in rates. "Those who make such demands of the roads do not stop to consider the vast army of employés and their families who are directly dependent upon the earnings of the road which employs them," is the next statement which our experience has shown to be untrue; we have found that without exception, the class of people who make these demands are the very ones who give the most consideration to the interest and requests of the employés; who give much more consideration to us than the employers who are always and without a single exception found opposing us, except in the instances where we are wheedled and deceived into doing for them just

what this club is organized to do. The assertion that "our railways are getting neither fair nor living prices," has been too often refuted to be worthy of consideration just now. In all cases where the railways are not getting fair and living prices, it will be found that it is on account of rate cutting by themselves. A circular issued January last, repeats the old chestnut that on account of adverse legislation, the number of employés in Iowa has been largely reduced and contains a lot of similar stuff that is untrue and misleading.

As a matter of policy alone, a political organization of railway employes would be the most suicidal thing possible. It is argued that if we combine and help the roads, they will be under obligations to us and will help us when we want it. This is a fine and catching theory, and it is true that we always find the companies ready to promise anything if we just help them when we want it, but like Rip Van Winkle's drink, when the time comes, they "don't count this one," and we always find them "ferniest" us. The experience of the past decade is worth all the fine-spun theories of the next century in regard to this. Let us suppose though, that for the future, railway companies will undergo so complete a change of character that they will unite with us and aid us when we ask for something—"What shall it profit us?" Let us also suppose that in Minnesota there are twenty thousand railway employés who are voters, and that every one can be induced to act with the Club, and that in addition every one can control an additional vote, making forty thousand in all. If no one else combined or made any change in his political action, it would be a "snap" and they could introduce a little millennium of their own, but if the employés of Minnesota suppose that every one else will sit quietly still and look on, they more than equal Crusoe's man Friday in native simplicity, and about the time the forty thousand got ready to vote, they would find a combination of five or six times their number solidly arrayed against them. It is, we believe, true, that railway employés wield a considerable influence with their friends, but is also true that employés, like all other mortals, are somewhat susceptible to the influence of those friends, and should they attempt to wield that influence in any combine, they would find it would disappear like the morning dew. That the representatives of the farming interests in the Minnesota legislature are fair, and that the statement made in the preamble that they "do not consider the employé," is false, is testified to by Mr. Thorp himself, who, in conversation with the writer, stated that some of their warmest friends in the last legislature were farmers, mentioning one particularly. We believe in organization. We would be glad to see every railway employé in the land a member of some organization, but a political organization, to be the foot ball of politicians and the tool of railway companies, we hope never to see. Again can the employés afford to place themselves in the position of supporting their employers right or wrong, even admitting that it might *possibly* be to their personal gain? We think not. We would be glad to see Mr. Thorp a member of the M. & B. Union, with a large and flourishing union at St. Paul; the Brotherhood of Station Agents are waiting to have Mr. Perry join hands with them; the Car Builders Association will welcome every wood working

shop employé in the twin cities, and the Order of Railway Conductors will be glad to have President John B. Copeland return to its ranks, and in these organizations these gentlemen will find ample room for the exercise of their energy in promoting the interests of all employés in every way that is just to themselves and others. We are personally acquainted with a number of members of the Order who are connected with the Club, and we know that they are actuated by a sincere desire to advance their own interests and those of employés generally, and that they do not wish to do injustice to others, but they have taken the wrong road. We believe the present officers of the Club to be honest, sincere gentlemen, but they have gone widely astray, and the result of their efforts will be injury to us all. It is openly proclaimed by Mr. Thorp that they are organizing to fight the Farmers' Alliance, but if they would study the facts a little, and not take for granted what is told them by such professional railroad men as the editor of the *Northwestern Railroader*, they would not make so many erroneous statements, and they would, if nothing else, recognize the extreme folly of organizing to do battle with the Alliance. Sancho Panza's charge on the wind mill would be an example of wisdom compared with it, while if they will soberly and honestly consider the situation as it is, they will find that Mr. Thorp was right when he admitted that the farmers are better friends than the companies. We are glad to know that the Cedar Rapids employés wisely declined to enter into any such a scheme, and when the gentleman, in reply to a question asked by one of his hearers, asked if he had talked with the writer, and answered that he had and that we agreed with him exactly, he stated what was very wide of the mark. What we told him was that we agreed with his ideas of benefitting employés by opposing what was detrimental in legislation or in anything else, but we also distinctly informed him several times that we condemned his methods, and did not agree at all with him as to rate legislation being detrimental to us.

The concluding statement in the circular that "no employé can refuse to assist them without being untrue to himself, his order and his home" is a rather sweeping charge and at least, leaves room for a difference of opinion. If it is true, the writer must plead guilty to being "untrue to self, home and organization" for he certainly will not only refuse to assist but will oppose the Club until some thing besides assertion and general accusations against a large majority of our citizens, is produced.

When it is perhaps too late, these gentlemen will find they have been duped and deceived and that the companies in whose interest they are laboring will only pinch them a little harder when the opportunity is given.

THE TELEGRAPHERS.

As probably most if not all of our readers are aware, there are two organizations of telegraphers, the Brotherhood and the Order; an effort was made at the recent annual convention of the latter in St. Louis to provide for a consolidation; the failure of the negotiations is generally ascribed to a difference in regard to the length of time a person shall have been employed as an operator to become eligible, the Brotherhood requiring but a

year, the Order requiring three years. As we understand, from all that can be gathered from the statements of the publications of both, this was not the point at issue. There are in the United States, two large classes of operators, one class who are railway employes, whose duties are almost entirely connected with the train service, and another class who are employed by corporations which have nothing whatever to do with railway service, and who are in no way connected with the movement of trains. The Brotherhood takes within its ranks members of both classes; the Order confines its membership to those of the former class. The insurmountable obstacle to a consolidation was this latter class, the Brotherhood claiming that all of that class who were members of their organization should be received as members by the Order with all the rights and privileges of any member, while the Order declined to receive them except with the understanding that the organization would not take cognizance of grievances of members who were not in railway service. This position of the Order gives such professional friends of the railway employes as the military gentleman from Toledo, an opportunity to indulge in a great show of sympathy for the poor operators who would be cut off from the benefit of organization; to mourn over the great injustice of such an arrangement, to also indulge in a lachrymal display to show their unbounded sympathy, and on the surface, with apparently good ground, but when a closer examination of the facts is made, the justice of the position of the Order becomes apparent; that it would work hardship to a few individuals is possible but not at all probable. The Supreme Council about one year ago rejected the application of the Brotherhood, because it admitted to membership, the operators who were not in the railway service, and they certainly used good judgement in doing so, for what justice can there be, supposing a difference to arise between the Western Union Telegraph company and its employés that resulted in a strike, in requiring the employés of any railway to strike? and this is just what they would be compelled to do under the laws of the federation if the Brotherhood had been admitted and a grievance on the part of the members who were employed by the Western Union was approved by the Supreme Council. We do not believe it is necessary to pursue the matter farther to show the futility of any such an arrangement and should it ever come about, and railway operators be interfered with because of the troubles of those having nothing to do with railway service, it would be the death knell of railway organizations. Commercial operators have no business in any alliance with railway employés or any organization of railway employés. Without the slightest feeling against the Brotherhood, and as we firmly believe, without any bias for or against either party, believe the Brotherhood to be in the wrong in the controversy. We believe that the Supreme Council stultified itself in rejecting the application of the Order for the alleged reason of a failure to admit within its ranks, to full privileges, the commercial operators who are understood to be members of the Brotherhood. Neither should it be understood that we wish to shut out from the benefit of organization, commercial operators; we do however, believe it to be absolutely necessary to exclude from the ranks of any organization,

of railway employes any class of men who are not railway employes; is it not just as reasonable to expect that the railway firemen shall open their ranks to the firemen of stationary engines or to the marine firemen? Is there any more reason why railway employes should strike in behalf of Western Union operators than that they should strike in support of the marine engineers association? That some railway operators send and receive commercial messages does not make them less railway employes nor does it make commercial operators railway employes; it seems to us that the only practical solution of the difficulty is upon the position taken by the Order; we would be very glad to see the commercial operators of the country organized into a good strong association of their own, but such an organization would have no business in an alliance of railway employes, any more than have cigarmakers or any other trade or profession that is not in any way connected with the railway service. There should be, and we believe there would be, an alliance between the two organizations of operators, in case there should be two such, by which the railway organization would prohibit its members from doing any commercial work in case of any strike of commercial operators, and this could, and we believe would be readily arranged even though the railway men might be members of a federation of railway employes; if in the event of any interference by any railway company, as for instance, the dismissal of employes for refusing to do commercial work during any strike of commercial operators, the railway employes would then be interested, and would certainly "take a hand" in the game, but it is not at all likely that any railway company would undertake any thing of the kind.

It does not seem to us that it ought to take three years of actual employment to make an operator sufficiently skillful to be eligible to an organization, and had that matter been the bone of contention, we should unhesitatingly take sides with the younger organization, but we believe as we have stated, that it is but a minor point and one on which an agreement could be reached very readily if that was all that prevented a settlement. In case the operators of the country prefer to have one organization instead of two, or believe that it is impracticable to form an organization of commercial operators at this time, why not consolidate with a distinct provision, as suggested by the Order, that commercial men will be entitled to the support of the organization so far as it is possible to give it without requiring railway men to strike in support of the demands of commercial men, except so far as to refuse to do commercial business and of course with the same provision on the other side, for certainly no sane railway employe will expect to ask a commercial operator to strike in behalf of railway men except to refuse to do railway work; it may be urged that but few commercial men are now or likely to be members in the near future, and that such an arrangement would leave the few without any practical benefit from organization; that event we have only to suggest that under such conditions, the commercial operators would certainly be insane to expect that they could successfully maintain a strike against such a corporation as the Western Union while the majority of its operators were not members, or that railway employes would inaugurate a strike against in-

nocent railway companies to bring the Western Union to terms, and if they did anything so Quixotic, it would certainly fail and be a disastrous blow to, if not the end of, the present organizations. If such ideas prevail we might as well drop all idea of railway employes as a distinctive class and all join either the Knights of Labor or the American Federation.

Isn't there something in this brothers of the B. of T.? If the O. of R. T., will not consent to some such settlement as outlined above, and you will weshall thereafter, energetically advocate your cause and condemn them, as it is, in order to be true to our convictions, however mistaken they may be, we must urge all railway operators to give their support to the O. of R. T., and not to be misled by incorrect statements of the differences.

A PROFESSIONAL "SACRIFICER."

It is a trite and true saying that "a lie will travel leagues while truth is pulling on its boots," yet in the end the boots are likely to be of the "seven league" variety and overtake and pass the falsehood, for "truth is mighty and will prevail." A great majority of the untruths that are scattered far and wide, are of too puerile a nature for contradiction while others become of some slight importance by virtue of continual reiteration and the absence of any authoritative denial.

In the "Majah's" "organ" of July 30th., Mr. Geo. W. Howard makes several assertions which deserve some little comment, and the gentleman starts out with an assertion that "nothing dishonorable has ever been done by the B. R. C.," which is perhaps literally true, yet it is a fact that many dishonorable things have been done by the officers of that organization officially, and as to the truth of the assertion that Mr. Howard and his associates were ready to do anything dishonorable to keep the order out of the Council, let us glance at the facts that are known to all; first, the Switchmen held a special session of their Grand Division and directed their officers to withdraw from the federation; those officers duly notified the Council and issued circulars, not only to their own members, but to other organizations notifying them that the S. M. A. A., was out of the Council and the federation, a copy of which circular was sent to this office from the office of the S. M. A. A.; there is not in the laws of the federation, a single word or syllable that can be construed to prevent the withdrawal of any organization at any time, nor that requires any action of the Council on a withdrawal or that can be construed to mean that the Council has any right or authority of any kind to prevent a withdrawal and it is a certainty, well known to every person with ordinary common sense, that if the officers of an organization, who declared in a meeting of the council that they "didn't care a d—n what action the Council might take, it would not affect their action in any way," would not wait for the "permission" of said Council if they really wished to withdraw, nor would Mr. Howard and his associates pay any attention to any action of the Council, in case they might want to withdraw the B. R. C.; when the regular meeting of the Council occurred, the S. M. A. A., were not called, and no question was raised as to their membership or absence, but the fact of their withdrawal was rec-

ognized by all including Mr. Howard; after the funeral of Brother Drury, the officers of the S. M. A. A., and of the B. R. C., or a part of them including Howard and Sweeney, left together and were seen no more at the hotel that day or evening; the seal of confidential communication prevents us from putting on record here many things that happened during that afternoon and evening, but immediately after the Council was called to order Tuesday, objection was made to the omission of the S. M. A. A., from the roll and the objection was sustained; Howard was appointed a committee to notify the S. M. A. A., and *inside of fifteen minutes Mr. Sweeney was reading a type-written document which commenced with the words "The Supreme Council having refused to accept the withdrawal of the Switchman's Mutual Aid Association;"* of course Mr. Howard had ample time to go from the Grand Pacific hotel to the offices of the S. M. A. A., find the three officers, get Mr. Downey's refusal to return and have Mr. Hall appointed in his stead, and they to prepare the document in question, and all appear in the Council in the short time stated. Certainly there is evidence of a "conspiracy" to get the S. M. A. A., into the Council for *something* and if the following events do not clearly show what that something was, Mr. Howard's denial will of course be accepted as final. Mr. Howard refers to a conversation in the Boody House in Toledo, which recently occurred between himself, Brothers Clark, Sargent and Arthur, and while we do not understand that this conversation was confidential, still it probably was not intended by any of the parties that it should be made public and had not Mr. Howard referred to it, we certainly should not, and as it is there where many things said by Mr. Howard himself that we shall not feel at liberty to comment upon, but we request Mr. Howard to get the consent of Messrs. Arthur and Sargent, and publish that conversation entire and he is hereby assured of the full and free consent of Brother Clark to such publication, and then readers of the "organ" can see just exactly whether he "offered everything reasonable" or not. If a correct account is given, all present will undoubtedly certify to its correctness and Mr. Howard can also tell, without waiting for the consent of any one, just what it was that he has so magnanimously "offered," and let readers judge for themselves whether it was "everything reasonable" or not, and he can also, without waiting for the consent of any one, tell the suggestion that was made by Mr. Sargent, and what both he and Clark had to say in regard to that. We shall give it in the future, but will give Mr. Howard the first opportunity, and will only say that Mr. Sargent, a disinterested, or rather not disinterested but certainly an *unbiased* man, made a suggestion that he believed to be fair, and that was pronounced by Mr. Arthur to be fair and just to all, and which was immediately accepted by Clark. Mr. Howard has never made any definite offer of any kind or character to the Order, at any time or place. He has, in general terms, in his alleged speeches, stated that there should be but one organization of conductors, and that he was willing to make all sorts of sacrifices to bring such a condition about, but he has never made any definite proposition of any kind, and he so admitted to Bro. Clark, in the presence of Messrs. Arthur and Sargent, in the conversation referred to

above. It is true that he offered to "arbitrate," *provided the Order would accept as arbitrator, the Supreme Council, of which he is a member, and pledge itself to abide by the decision, no matter what it might be,* although it is absolutely certain that any decision arrived at with the consent of Howard and his associates, would require not only a complete surrender on the part of the Order, but a *violation of its constitutional laws as well*, and to any one except a narrow-minded partisan, it will readily occur that it would be impossible for any officer of the Order to agree to anything of this kind, for the officers of the Order of Railway Conductors consider that the laws are made for their control and guidance, just as much as for other members, and that they are under just as much obligation to obey them as any member, and they are not like the officers of some other organizations who consider themselves superior to laws, and that they are to be obeyed or disregarded just as suits their personal convenience. Even this eminently fair (?) and "everything reasonable" proposition offered by Mr. Howard, was not offered in writing, but was made verbally, so that in case of necessity, a "misunderstanding" could be created. Howard also made a verbal proposition to arbitrate the differences between the organizations before a board composed of three General Managers of Railways, chosen in the usual way. Clark replied that the management of the internal affairs of the Order would never be delegated to the officers of railroads.

Mr. Howard states that "Clark would neither accept nor offer anything." Bro. Clark very properly refused to consider any proposition that was not made in writing, so that there could be no misunderstanding, and the fact that Mr. Howard flatly refused to submit anything in writing, is evidence of his lack of sincerity in his professions of readiness to do "anything reasonable." Neither Bro. Clark or any other officer of the Order has, or will assume authority to accept any proposition that requires a violation of our laws, nor can any proposition be made by any officer of the Order that provides for any violation. The suggestion made by Mr. Sargent was one on which officers of the executive of the Order could properly act, and Bro. Clark promptly signified his willingness to accept it. He declined, however, to place the Order in the position of a suppliant to the B. of R. C. by making any propositions that would in any way trench upon the prerogative of the Grand Division, or that could in any way be construed as having been made without authority or with a purpose to deceive any one.

In the conversation referred to by Mr. Howard, he made a number of statements as to occurrences in the Council which Mr. Sargent pronounced false, and some of them he was compelled to admit himself were not true. Mr. Howard has made many wordy protestations that he is ready to "step down and out," but unfortunately for him, he has had a number of opportunities which his own associates of the Supreme Council have pronounced fair, but when the time comes, he is only ready to gracefully permit the 17,000 members of the Order to surrender everything to him and the certainly, by their own admission, less than 2,000 members of the B. of R. C. Mr. Howard denies the accusation that the B. of R. C. is trying to break up the B. of R. M., yet the records of the Council show, as admitted by those

who are yet members, that the representatives of the B. of R. C. in the Council supported a resolution requesting the B. of R. T. to turn over to the B. of R. C. all of their members who were conductors, and while we do not know that it is shown by the records, yet it is a fact that in the efforts to compromise the trouble between the S. M. A. A. and the B. of R. T., the only proposition that would be listened to at all by the former was that the B. of R. T. should turn over its members who were switchmen to the S. M. A. A., and those who were conductors to the B. of R. C., and in this they were supported by the representatives of the B. of R. C. Supposing the Order had ever made any such proposition; can any one imagine just the depths of righteous indignation that it would have excited in the virtuous bosom of the professional sacrificer Howard and his druling military friend with "a organ"? Mr. Howard may rest assured that "Daniels" will not roast him in THE CONDUCTOR, of which he seems to be in some fear, on account of any honest and sincere proposition to the Order, nor will he "roast" him for anything else that is manly and straightforward, nor will THE CONDUCTOR pay any attention whatever to him if he will stop his maudlin and dishonest professions of continual sacrifice for conductors, confine himself to the truth, and, in a word, act like a man.

Mr. Howard in his last article, as his habit has been heretofore, quotes Brother Clark as "fully understanding" him and he has continually and perseveringly endeavored to persuade his own members, and members of the Order that he and Brother Clark were bosom friends and he forced Brother Clark into a foolish pantomime at the St. Louis reception to demonstrate the friendship; he endeavors to convince all, that the only enemy he has in the Order is the writer whose "roasting" he fears; the particular *bête noire* of himself and his military friend. The truth is that while neither Brother Clark or the writer have any feeling of personal enmity towards Mr Howard and both would have been very glad at any and all times to meet Mr. Howard more than half way in any effort to remove any cause for dissension between conductors, which in the nature of things, to a greater or less extent, affect all organizations of railway employes Brother Clark is as thoroughly convinced of the insincerity of the professions made by Howard as the writer is, and since the first few months after assuming the office he now holds, has had exactly the same opinion of the Grand Chief of the B. of R. C., that is held by the writer and has not only endorsed, in a general way, at least, all that has been said by THE CONDUCTOR, but has expressed his opinion to Mr. Howard personally in recent conversations.

Mr. Howard denies that he desires the Order to "take care" of him; it is a fact however that Brother Clark was asked by the officer of another organization if the Order would not admit all the members of the B. of R. C., to membership in the Order, or at least Howard, if not all the others. Brother Clark's reply was that the matter must be governed by our laws and that all that he could promise was his personal influence in the matter, and this is what we referred to in regard to taking care of Howard.

After the meeting of the Grand Division at Rochester in 1890, there was a general desire on the part of every member of the Order, to overlook the past differences and particularly the course of Mr. Howard in persistently maligning and falsifying the Order and its members even while trying to retain his membership, and avail himself of its privileges and benefits, and when the writer met him at Logansport, this feeling was expressed to him and to others and had he been sincere in his expressions privately made to the writer and others including Mr. Clark, as well as in public, discontinued his misrepresentations of the Order and its officers and members, the way would have been made extremely easy for him and others by the Grand Division at St. Louis; had he pursued a straight course since last May, and presented any reasonable proposition to the officers of the Order, it would have been given careful consideration, and if necessary, a special session of the Grand Division would have been called to act upon it.

Some of the prominent roads of the country which have abandoned the practice of paying trainmen over-time, find that their trains are moved much more promptly than when loafing was done along the road to get in two or three hours overtime on each trip.—*Indianapolis Journal*.

As no "prominent road of the country" that has ever paid for over-time has "abandoned the practice," the above statement should not be considered as *entirely* authentic. If the *Journal* will kindly name one of the roads referred to, we will make an investigation as to the increased promptness with which trains are moved. The charge that trainmen "loaf along the road" just to get in overtime in preference to getting home as soon as possible can only be made maliciously, through ignorance or by some one interested.

The charges of treachery made by a certain few against Mr. Wilkinson of the B. of R. T. and his associates Messrs. Sheahan and Morrissey are certainly unfounded and without any reason that has yet been shown by any one. THE CONDUCTOR has expressed its opinion as to the acts of these gentlemen and of the committee of Northwestern employes who had the matter in charge; we believe that committee and Mr. Wilkinson and his associates will admit in the light of events, that they made a mistake and that their proper course would have been to have said to Mr. Sweeney when he defied the Council and in profane language expressed the determination of the Switchmen to ignore any action of the Council that did not fully sustain them, "you have in open violation of law wronged us; we propose to have McInerney reinstated and to protect him," then to Mr. Whitman's response to the request for the reinstatement of McInerney, they should have replied "YES SIR," but notwithstanding our opinion as to the mistake made, we believe there is no foundation for any charge of dishonesty and we are inclined to think that those who are loudest in making such charges, judge more from what they would be likely to do themselves under similar circumstances than from anything else.

THE RAILWAY CONDUCTOR.

VOL. VIII.

CEDAR RAPIDS, IA., SEPTEMBER, 1891.

NO. 14



A NEW SONG—THE OPEN SWITCH.

WORDS BY CY WARMAN. MUSIC BY H. B. ISZARD.

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All the summer, early and late,

And the autumn days so drear,
A maiden stood at the orchard gate
And waved at the engineer.

He liked to look at her face so fair
And her homely country dress;
She liked to look at the man up there
At the front of the Fast Express.

There's only a flash of the maiden's eye
As the engine rocks and reels,
And then she hears in the distance die,
The clinkety-clink of wheels.
Clinkety-clink, and a mile apart,
And the fireman seems to hear
The clinkety-clink of the maiden's heart
And the heart of the engineer.

Over the river and down the dell,
Beside the running stream.
She hears the clang of the engine bell,
And the whistle's screech and scream.
Clinkety-clink, so far apart
That nothing can she hear,
Save the clink of her happy heart
And the heart of the engineer.

Even the trembling steed of steel
Seems to understand
Their sweet distress; and seems to feel

The touch of a magic hand.
Clinkety-clink, so far away
In the twilight dark and drear;
But what does the heart of the maiden say
To the heart of the engineer?
The subdued sound of the engine-bell,
As the Roger rolls away.
Seems solemnly to toll the knell
Of the dim and dying day.
Clinkety-clink—there's an open switch—
Oh! angels, hide her eyes.
Clinkety-clink—they're in the ditch—
Oh! hear the moans and cries.
Clinkety-clink—and down the track
The train will dash today;
But what are the ribbons of white and black
The engine wears away?
Clinkety-clink—Oh! worlds apart—
The fireman hangs his head;
There is no clink in the maiden's heart—
The engineer is dead.

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The Song of the Thrush.

"Ah, will you, will you," sings the thrush,
Deep in his shady cover,
"Ah, will you, will you live with me,
And be my friend and lover?"

"With woodland scents and sounds all day,
And music we will fill you.
For concerts we will charge no fee,
Ah, will you—will you—will you?"

Dear hidden bird, full oft I've heard
Your pleasant invitation;
And searched for you amid your boughs
With fruitless observation.

Too near and yet too far you seem
For mortals to discover.
You call me, yet I cannot come,—
And am your hopeless lover.

Like all that is too sweet and fair,
I never may come near you.
Your songs fill all the summer air;
I only sit and hear you.

St. Nicholas.

Perhaps some of our readers will realize the truth of the following paragraph by Ed. W. Sandys, editor of the Rod and Gun department of *Outing*: "It may be as well once again to remind readers of the necessity for moderation in fishing. Several records of catches glanced over lately show far too many fish killed for the fishermen to honestly lay claim to the title of true sportsmen. Season after season the old disgusting story of the wanton destruction of our game fish is told, while alleged gentlemen anglers and sportsmen keep on destroying fish recklessly, as though they imagined the supply to be inexhaustible. I do not mean to suggest that all anglers are alike guilty. There are plenty of men who know how to kill fish in reason, and who know enough to cease casting when they have enjoyed a reasonable amount of sport. But there are others who appear to measure their pleasure by the number of fish killed, and who think more of being 'high hook' than of genuine sportsmanship, and so they take fish as long as fish will rise, though they know that half the victims will never be used. The man who will kill a trout or bass and throw it away to rot among the bushes, is no more a true sportsman than is the man who uses dynamite instead of legitimate tackle."

The Sioux City Corn Palace.

The work on the Corn Palace is progressing rapidly, and the question of its completion in time for the opening October 1 is not troubling the management. The wings are almost ready to decorate, and the decorating material is being prepared by a large force of men. The dome above Pierce street will be built after the rest of the structure is finished.

The Palace this year will be immensely larger than those that have preceded it. The difference cannot be appreciated by one who has not gone through the build-

from a vision of the tropics to a picture of the products of the northwest. It will give an effect that has never been produced in any exposition building; an effect that will make the Palace this year rank far ahead of any that has gone before, in point of æsthetic beauty. It will be a wonderful building.

One change that will greatly please Palace goers is that by which the gallery will extend entirely around the west wing. The band stand will be at the east side, as heretofore. But the gallery will extend around and above the sounding board;



ing. Either wing is a large exposition building in itself, the east wing being as large as any former Palace. Added to the area of the wings is the space above Pierce street, which is floored over and contains an immense floor room. This will not be interfered with by the construction of the dome, and it will be one of the finest features of the Palace. Reached by stairways from the galleries of either wing, it is twelve feet above the galleries and about thirty-five feet above the street. Standing on this broad platform one will be able to overlook the gallery the main floor and the band stand in the east wing; and in the west the mass of southern products will spread out as a panorama before him. From this point a turn of the head will change the scene

so that promenaders will be able to pass entirely around the building.

Even the officers of the association have not until recently appreciated the extent and character of the exhibit that will be brought here from South and Central America. The letters received within a day or two from Capt. Merry indicate in some degree what the Royal Mail Steamship company is preparing. The first car will arrive this week; it will contain nothing but Spanish moss, which will be used largely in the decoration of the Palace. Another car of cotton pods and palmettos, will be forwarded next; the easily perishable products will be sent later to avoid the danger of injury by too much handling, etc.—*Sioux City Journal*.

RAWLINS, Wyo., Aug. 16, 1891.

BRO. MAX:—Yes, sir. I can give you the burial places of our late Presidents as I have had the pleasure of visiting them all. They are as follows:

The body of George Washinton is resting in a brick vault at Mount Vernon in a marble coffin.

John Adams was buried in a vault beneath the Unitarian Church at Quincy. The tomb is walled in with large blocks of rough faced granite.

John Quincy Adams lies in the same vault by the side of his father. In the church above on either side of the pulpit are tablets of clouded marble each surmounted by a bust and inscribed with the familiar epitaphs of the only father and son that ever held the highest office in the gift of the American people.

Thomas Jefferson lies in a small unpretentious private cemetery of 100 feet square, near Monticello.

James Madison's remains rest in a beautiful spot on the old Madison estate near Orange, Virginia.

James Monroe's body reposes in Hollywood cemetery, Virginia. On an eminence commanding a beautiful view of Richmond and the James river. Above the body is a huge block of polished Virginia marble, supporting a coffin shaped block of granite on which are brass plates suitably inscribed. The whole is surrounded by a sort of Gothic temple, four pillars supporting a peaked roof to which something of the appearance of a bird cage is imparted by filling the intersities with iron gratings.

Andrew Jackson was buried in the corner of the garden of the Hermitage, 11 miles from Nashville. The tomb is eighteen feet in diameter, surmounted by fluted columns and surrounded by magnolia trees.

Martin Van Buren was buried at Kinderhook. The monument is a plain granite shaft fifteen feet high.

William Henry Harrison was buried at North Bend; fifteen miles from Cincinnati.

John Tyler's body rests within ten yards of that of James Monroe in Hollywood cemetery, Richmond. It is marked by no monument but it is surrounded by magnolias and flowers.

James K. Polk lies in the private garden of the family residence in Nashville, Tenn. It is marked by a limestone monument with doric columns.

Zachary Taylor was buried in Cave Hill cemetery, Louisville. The body was subsequently to be removed to Frankfort, where a suitable monument was to be erected commemorative of his distinguished service.

Millard Filmore's remains lie in the beautiful Forest Lawn cemetery of Buffalo and his grave is surmounted by a lofty shaft of Scotch granite.

Franklin Pierce was buried in the Concord, (N. H.,) cemetery and his grave is marked by a marble monument.

James Buchanan's remains lie in Woodward Hill cemetery at Lancaster, Pa., in a vault of masonry. The monument is composed of a simple block of Italian marble.

Abraham Lincoln rests in Oak Ridge cemetery, Springfield, Ill., enclosed in a sarcophagus of white marble. The monument is a great pile of marble, granite and bronze.

Andrew Johnson's grave is on a cone shaped eminence half a mile from Greenville, Tenn. The monument is of marble beautifully ornamented.

The body of James A. Garfield has been placed in a tomb at Cleveland. Can't say where your friend Grover will rest. Hoping this is satisfactory to you and other brothers I remain

Yours truly in P. F.

F. M. CARTER.

Foreign Immigration.

The question of regulating Foreign Immigration to this country is of special interest to the laboring classes of the United States. Foreigners coming here to take up and cultivate new lands and to locate permanently and become useful and law-abiding citizens of the United States have always been and still are welcome additions to the enterprising population of this great country, and there is no objection to the newcomers who come to till the soil and create new and permanent homes for themselves and families. If all immigrants were of that class no regulation of immigration to the United States would be asked for or thought of for a century to come, neither are any present laws or rules for regulating immigration aimed at this desirable and useful class of immigrants and are not intended to diminish the influx of an industrious and loyal class of immigrants who will continue to

come and to be assimilated by the American commonwealth as a component part.

But during the past few years an entirely different class of immigrants have commenced to arrive. The dusky Italian with his hand-organ and his Mafia-affiliations, the lazy and unwashed city refuse from Southern Europe, the imported laborer who takes the place of those who refuse to submit longer to the grinding oppression of corporate greed, the fugitive from justice, the criminal pardoned on condition that he shall leave his native country, the assisted pauper who can not or will not work for a living and in whose language the word "home" has no equivalent, have all come and knocked at our doors and demanded a chance to enjoy life at our expense. The bulk of this class of immigrants are extremely illiterate and ignorant and nearly as objectionable as the Chinese, because they do not come here to become American citizens and to take their share of the duties and responsibilities of citizenship, but simply to make some money, one way or other, and then return to their native land. It is no wonder the American people and the American Government become alarmed and have adopted more stringent measures for regulating the landing of immigrants. At best these Italian, Arabian or Hungarian immigrants are nothing but common day laborers and naturally flood the country and cities in search of employment as such, and the direct and immediate consequence is a depression of the labor-market and a downward tendency of wages, until a point is reached where wages are entirely inadequate to the wants of the native laborers or those who are used to decent and comfortable living.

It is a fact that in several European countries the authorities, while opposing the emigration of industrious and able-bodied workmen, are not opposed to have their criminals and paupers shipped over here to live at public expense. While the European authorities may not actually be engaged in shipping this class of emigrants to America, they do not prevent them from going and give their tacit approval to local societies established for the purpose of weeding out objectionable individuals and sending them over here to get rid of them.

An impartial observer will under the circumstances find the more stringent measures adopted for the regulation of

landing Foreign immigrants at our seaports as laid down in Secretary Foster's circular of June 3rd well timed and necessary.

The German Emperor.

William II. has been for three years emperor, and in this time has succeeded not only in winning the respect of foreign cabinets but in strengthening himself at home. He succeeded a father idolized by all who came within the sphere of his gentle and generous nature; his grandfather left behind a warlike fame so great that only the age of Frederick II. can afford a parallel. The present Emperor has had, therefore, no easy task before for it has been necessary for him both to remove prejudice and to give the country confidence in his intentions as well as in his abilities.

The secret of the Emperor's power with his own people arises mainly from three causes:

First. He has courage.

Second. He is honest.

Third. He is a thorough German.

If the whole country had to vote tomorrow for a leader embodying the qualities they most desired, their choice would fall unquestionably on their present constitutional ruler. Perhaps the virtues I have specified appear commonplace, and will be taken for granted by the reader; but an emperor must be compared with others in the same trade.

His honesty has been the cause of nearly all the malevolent criticism that outside papers have accorded him, for he has said freely what older or more politic people might have placed in a different way. He has made many minor mistakes from acting upon the impulse of the moment, but these mistakes have never betrayed to his people a want of sympathy with their development. He has made his share of minor blunders in handling large masses of troops at the grand manœuvres, but the army would be happy to see him make a thousand times as many rather than to miss the active interest he takes in keeping the military machine in working order.—*Century*.

Pennsylvania's "Pluck me" Stores.

The tariff-fattened coal barons and iron kings of Pennsylvania give up slowly one

of their iniquitous practices, to-wit: the "pluck-me store." The Wood-Morrell store at Johnstown—the model of all these plundering institutions—has taken the alias of the Penn. Traffic Company, and proposes to continue its old methods in the interests of the Cambria Iron Company. Mr. James White, president of the Miners' Association in western Pennsylvania, says of one of the corporations:

They have lately shown a determination to compel their employes to trade in their store, the superintendent going so far as to have the men notified in their homes that they must spend more of their earnings in the company store.

These stores have been declared illegal, but thus far the courts in Pennsylvania have refused to enforce legislation to suppress the abuse, on the ground that it would interfere with the right of private contract; and on this ground effort will be made to defeat the operation of the new law. The same court found no difficulty in affirming the law which, in the exercise of the police power, was passed to prohibit the manufacture and sale of oleomargarine and as there has been some change in the personnel of the court there is a faint hope that it may see its way to stopping this plundering. Of this the Philadelphia Record says:

After all the workingmen themselves have a more potential means of suppressing this evil than can be found in a mere statute. If they should sustain each other in refusing to accept aught but cash in payment of wages the company store for filching their earnings would soon become as unprofitable as it is odious and iniquitous.

And suppose they should. They would be got rid of singly or in a body on some other pretext and fresh shoals of the pauper slaves of Europe brought in to take their place, with Pinkerton thugs rifle in hand to kill anyone who should resist. No workman or body of workmen is powerful enough to cope with these corporations. And, indeed, it looks as if the state of Pennsylvania was not powerful enough.—*Indianapolis News.*

—————
Iowa's Coal Palace,

The Coal Palace at Ottumwa, which opens Sept. 15th, is one of the celebrities of the west.

A good many people have a very crude idea of the amount of work necessary to be done in decorating and opening to the public a great exposition. The Coal Pal-

ace people are fortunate in having built last year a permanent exposition building so that this season they are not put to the great expense and inconvenience of trying to build and decorate at the same time. The great Coal Palace building came through the winter in rather shabby condition. The storms that beat upon it, while they did no harm to the interior, sadly marred and defaced the outside. Even Iowa coal, laid in the best cement, will disintegrate under the stress of Iowa weather. So that the first thing that the decorators found necessary to do, was to rebuild the coal walls, covering the heavy plank sheeting of the Palace itself. This coal wall is carried up to the eaves and to the top of all the towers. The discovery of an unusually fine vein of particularly hard coal in one of the mines only a few miles out of the city, enabling the decorators to make this coal covering unusually beautiful this season, for it adapted itself to the finer kinds of carving and enabled them to work out many artistic designs which would have been impossible with a more brittle or less tenacious substance. Between fifty and sixty men have been constantly employed in carving and laying these great blocks of coal for several weeks and now almost the entire outside work is finished.

The appearance is said to be extremely beautiful as well as massive. Under the sunlight the great blocks of coal, rough hewn, glisten like diamonds, and carried up to the full height of two hundred feet upon the massive central tower, they present the appearance of battlements built on some mediaeval castle.

While this work is in progress on the outside, one hundred and twenty men are busy upon the interior. The beautiful decorations of last year which were devised out of all sorts of grains, grasses and shrubs, were ruthlessly torn down and destroyed. Now this great force of men are busied working out new designs which on a more elaborate and artistic scale, have been carefully wrought out by the directors during the past winter. All day long the constant procession of wagons is defiling before the massive entrance of the Palace, their contents consisting of all the varieties of natural products, cereal and otherwise, of Southeastern Iowa, are being unloaded, checked off by purchasing agents, and receipted for by storehouse keepers. Inside, the great auditorium of

the building resembles some fantastic agricultural warehouse; here a huge stack of golden wheat or rye or oats, there hundreds of bushels of millet or timothy seed or any of the other numberless varieties of seeds growing on our farms or in our gardens, are piled, while all about are huge store boxes bearing curious foreign labels and consignment marks in half a dozen languages. For the Palace this year is drawing upon the products of almost every clime and from the tropics to the arctic circle, supplies have been drawn.

The one hundred and twenty men engaged upon the interior decorations are under the direct supervision of Mr. Clark, one of the professional decorators employed. They are subdivided according to their capabilities and the degree of skill they have attained in this particular employment. A score of them are men whose professional training is all in this direction and who are engaged year in and year out in work of this kind. In addition to supervising these experts are doing the finer varieties of work. It is they who devise and manipulate those intricate and wonderful pictures which make the walls of the Palace a vast panorama constructed out of the most minute seeds and the most delicate cereals. These great pictures, each one complete in itself, are marvelously accurate and exquisitely fine in their blending of color.

It would be hopeless to go into the details to show what vast quantities of materials are used. There are tons of tacks, a hundred barrels of glue, and thousands and thousands of yards of particle-colored bunting and silk. Hundreds of bushels of grains and seeds and all the other minutia which in vast quantities goes to make up the completed palace. Out of this apparent confusion order is now growing, and in a week or two what seems like hopeless riot will be found to be a very perfect piece of work, and when the palace opens all will be completed and filled with the exhibits of more than twenty counties and the wonderful machinery and delicate appliances which private exhibitors will send, it will be a place where a thoughtful student or an admirer of the beautiful can spend many days with great profit.

Holding up the Georgetown Stage.

"Why Charley," said the express messenger, "there warn't no sense in the Company keeping Sam in his place after he let the road agents get away with every dollar he had charge of that day on the Divide. I don't set up myself to have any more pluck than others, and I know all they say about it being no use to show fight when they've got the drop on you; but duty is duty, and I shouldn't like to come in without a scratch and tell the boys the money was all took. I think I'd try—" It was the last words the poor fellow ever spoke. Gerard saw him fall heavily against the driver's shoulder, as the single shot came from the woods. It all seemed to pass in a second, the two men seizing the horses' heads, the blood-thirsty villian showing himself for a moment as, more savage even than most of his kind, he fired without previous challenge. Gerard had felt that old sensation of uneasiness coming on him again as the coach entered the gloomy gulch; and he had, quite mechanically put his hand under his loose overcoat and drawn his revolver. As he saw the miscreant fire at the messenger, he, cool even at such a moment of surprise and perfectly accustomed to the skillful use of firearms, was taking a snap shot at him, when his arm was gripped by the man at his side and then, strange to say, released. In all the wild excitement of the moment, he yet turned to see the quiet man of a few moments before, the "school-master-like-looking chap" of the driver's description, transformed into an avenging demon. With a spot of color in the centre of each cheek, with his once gentle eyes blazing and his lips tightly compressed over his clenched teeth, he had encircled the large man's neck with his muscular arm as with an iron band, and held him powerless as an infant. Meantime, there had rung out from the woods the stentorian voice of Radford.

"Throw up your hands, you d—d murdering villains. *What, you won't?* Then, boys, give them h—l! FIRE!"—

Scribner.



The Ladies and the Columbian Exposition.

The President of the Board of Lady Managers has been doing a great work abroad for the World's Columbian Exposition. Mrs. Palmer has said nothing of what she has accomplished, but the results are apparent, and eloquently tell the story of her success.

Very naturally the efforts of the President have been particularly directed toward the interests of the Board of Lady Managers, and there certainly now exists in Europe a comprehension and appreciation of the nature and purpose of the Board, which were unknown there prior to Mrs. Palmer's arrival. She has enlisted the cordial co-operation of the greatest ladies in England, equally with that of the bread-winning women. An association looking to the interests of women at the Exposition is in process of organization in London. H. R. H., the Princess Christian, is especially enthusiastic in the cause.

A similar society has been formed in Paris, and M. Roche, the head of the French World's Fair Commission, has promised to give women official recognition. President and Madame Carnot accorded Mrs. Palmer a private audience, and they also became most valuable allies of the Board of Lady Managers. Wherever the President of the Board has gone, thence came immediately some significant demonstration of friendliness toward it. From Austria, a woman who edits a Journal in the interests of women, enters into cordial relations with Exposition headquarters, opening her columns to the Lady Managers, and offering every assistance in her power. From Berlin—from every direction—come indication of the Board's growing influence. Even the fettered women of Turkey are gazing wistfully this way; and ask, through Madame Zacharoff, who represents the Turkish Compassionate Fund, what chance they are to have; which among their many kinds of wonderful embroideries they should prepare for exhibition.

Coming nearer home, it is announced that Mexican women will receive official recognition from Mexico's World's Fair Commission; and

this, in view of the country's extreme conservatism, and of the almost oriental limitations of the privileges of its women, is one of the most striking and extraordinary incidents, transpiring in connection with the Columbian Exposition.

It was arranged that no new work should be inaugurated during the absence of the President; but that already under way steadily and swiftly progresses. The first step in all these states which have made World's Fair appropriations was toward securing recognition of the Lady Managers—who are National Commissioners—upon the State Commissions. Every device known to women in gaining a point was brought to bear upon this, and it is scarcely necessary to say with success in the majority of cases. Indeed they can be said to have entirely failed in only one instance, since New Jersey's governor is the exception on record as giving a decided refusal. All the states which have organized their Commissions have not thus far appointed women commissioners; but nearly all of them have given encouragement that they will ultimately do so. California, for example, is now considering a petition for State recognition from her Lady Managers. Nebraska has positively promised it when her Commission shall be organized. Missouri will undoubtedly give women a place, and New Hampshire is favorably contemplating it. These states are among the twenty nine in which appropriations have been made; but in others where World's Fair Associations have been formed the work is correspondingly active. Five of twenty-nine have already been mentioned, and reports are yet awaited from Idaho, Delaware, Montana and North Dakota.

Illinois has been magnificent in her liberality, giving women not only a large representation of eight members upon the State Commission, but has made a special appropriation of \$80,000 for their separate use—placing 10 per cent. of the State appropriation at their absolute disposal. The State Board convenes in August, and the women's work will at once begin.

No other state has made a special appropria-

tion for this purpose, but Indiana has been, in all other respects, as generous in official recognition of women as Illinois. They are members of five out of the seven committees, and two ladies, Mrs. Meredith and Mrs. Worley, are upon the executive committee, which is, of course, the most important. Indiana was the first state to organize the State Commission, and the advanced stage of World's Fair matters in the state is owing chiefly to the influence and personal effort of Mrs. Virginia Meredith, vice chairman of the Executive Committee of the Board of Lady Managers. A carefully prepared pamphlet has been issued by the State Commission.

Colorado comes close after, and has also given women a place on her State Board. In addition, these Lady Commissioners are permitted the privilege of putting two additional women in the field, to canvass the state in the interests of the Board, and a third to collect the native flora; each of whom is to be paid a salary of \$100 a month by the state. The ladies selected to canvass the state entered upon their duties in June, and will continue the work until autumn. Early in May the Lady Managers of Colorado sent out an eloquent appeal to the women of the state.

The letter said: "We ask from those who are interested, suggestions as to the best methods of showing to others what we can do, and are doing, as bread-winners and workers in this 'new west.' Let us make known what our hands, our hearts, and our brains are doing toward ameliorating and elevating mankind; from the preparation of meals—doubtless woman's first employment; the training of children; pantry and dairy stores; needle-work, drawing, etching, painting, pottery and home decoration; wood-carving, taxidermy, manufactures, poultry and bee culture, stock-raising and other employments too numerous to mention, to inventions, journalism, 'the making of books,' and the management of associations and institutions, benevolent and industrial." Mrs. Ashley, one of the vice presidents of the Board of Lady Managers, leads the work in Colorado.

The Lady Managers of Alabama also have issued a circular letter, rallying the women of the South although the state has made no appropriation. A State Association, however, has been formed, with a committee of thirteen ladies, composed of one from each district and four for the state at large.

The New York Lady Managers are also at work, despite the failure of appropriation by the legislature. The president of the Board wrote them a letter mid-ocean, which was as stirring as a bugle-call: "Canvass New York; find out what women are doing, and what they want to do." In

response, the Lady Managers of the state met in June, perfected plans, and meet again this week to begin active work. Mrs. Ralph Trautman, first vice president, leads the movement in the Empire State.

Down in Georgia—where also no appropriation has been made—one of the most interesting incidents happening in connection with the Exposition took place on the Fourth. Mrs. Felton, Lady Manager for the State, and temporary Chairman of the Board, was invited to address a large concourse of women and girls who are operatives in the great cotton and woolen mills of Georgia. It was a magnificent opportunity to present the purpose and plans of the Board to the very persons it is most anxious to reach; and Mrs. Felton was equal to the occasion.

Massachusetts has appointed three women upon a State Commission of five. Rhode Island has four women in a State Commission of sixteen members; and Miss Daily has been inquiring into the work of women in the State factories.

It may be mentioned in this connection, that a woman is now searching the Patent Office at Washington for records and models of women's inventions, from the earliest history of America. Pennsylvania has recognized the Lady Managers as State officers upon its Commission. The silk producing industry will undoubtedly make a fine showing through the Women's Board, as Mrs. Lucas, Lady Manager for Pennsylvania has been for years the president of the largest silk-growing association in the United States. Many women in Georgia and California are also engaged in silk culture. North Carolina has made the Lady Managers members of the State Commission; and as one of them is the manager of a large cotton plantation the Women's Board will have a hand in the exhibit of that staple as well as silk. Connecticut has not recognized women in the organization of the State Commission, nor has Iowa, nor Wyoming. Arizona has named the Lady Managers (and alternates who are always included) upon the territorial commission but, as a territory is a ward of the government, no work can be done until Congress shall endorse the measure. Vermont has not yet organized a State Commission but the Lady Managers are confident of recognition when the organization shall be effected. In the state of Washington the Lady Managers are ex-officio members of the State Board. West Virginia has not yet given them official recognition; but undeterred by this fact, one of them is now making an active and most effective tour of the state, arousing enthusiasm among all classes of women for the Exposition. Wisconsin has appointed one lady upon the

State Commission, who is not a Lady Manager. There is no statement in the report as to whether or not the Lady Managers of Wisconsin are ex-officio members of the State Commission; but, as such is usually the case, it may be assumed.

Ohio has all along been particularly friendly toward the Exposition, and has given the Lady Managers membership in the State Commission. Maine divided its State Commission equally, it being composed of four men and four women. The National Commissioners and the Lady Managers and their alternates are ex officio members of it.

Texas can make no appropriation because the constitution forbids such use of the public moneys; but a State World's Fair Association has been organized, and the women and children of Texas have inaugurated an exposition "boom." Prizes have been offered the children who secure the largest subscription lists, and almost every child in this vast country is already working for the World's Fair. The teachers have been enlisted—and Texas has ten thousand—a month's visit to the Exposition being the reward promised those whose districts show the best results in the collection of the Exposition fund. The Lady Managers of Texas, led by Mrs. Ryan, are unusually capable women, and the wife of the governor, who has been appointed an honorary manager, is working with them, with great zeal.

The work in Arkansas is especially active, and the leader of it is the wife of the governor of the state, and one of the ablest members of the Board. No state appropriation has been made, but the Lady Managers have directed their zeal toward the World's Fair Convention to be held on August 5th.

In every instance, excepting the three special appointments in Colorado, the Lady Commissioners receive no salary; only their expenses, when engaged in the actual service of the Commission, being paid by the state.

A "New Dress" From Old Ones.

Perhaps someone, like myself may have some old dresses which are good material but not of suitable color to make over. Will give my experience at dyeing and making over dresses. I possessed five widths of soiled and faded light blue surah silk and a plain full skirt of an old cream colored nun's veiling dress, also about six yards of dirty white satin. No. 9 ribbon. I wanted a new dress and decided to have one of a delicate lavender shade, so I purchased a package of violet Diamond Dye, tied it (the dye) up in a clean rag, poured hot water over it and let it stand over night. The silk was washed and boiled in strong

soap suds with washing soda in it. This made it a dirty cream color. When the goods was ready to dye I filled a large new tin dish pan with boiling water and placed it upon the stove. A little dye was then added and the dye "tried" with a small scrap of the silk. When the desired shade was obtained in went the silk and the ribbon. It was well stirred and allowed to boil the allotted time and the goods was then lifted upon sticks and dropped into a tub of warm water. More dye was then added and tried as before, when the nun's veiling was put in. After boiling long enough, it was lifted out into a tub of very warm water. In due time the goods was pressed and ready to make up. The ribbon was rolled tightly around a large bottle to dry. When dry it was laid right side down upon the skirt board and a medium hot iron placed upon one end. Let one person press down upon the iron, while another quickly draws the ribbon through under the iron. In this way the ribbon looks like new. Never rub ribbon in cleaning it, for it breaks the grain. Hold it over a round bottle and scrub the soiled spots with soap used on a tooth or nail brush. Roll up and squeeze out the water, not wring. All goods must be hung up without wringing and dried in the shade. A lot of cream Spanish lace which had formed the trimmings upon the blue silk was washed in warm soap suds squeezed dry as possible out of a clean warm rinse water, pulled carefully out and pinned into place upon a skirt board to dry. Every little point was pinned into place. When dry it was slightly pressed with a warm iron. Full new linings were purchased for the dress. The skirt was made with fan pleated front of the silk, plain sides and full back of the veiling. A full cascade of the cream lace edges the front where it is joined to the sides. (To cascade nicely use three times as much lace as the space where the cascade is to be sewed.) The basque is short on the hips and pointed front and oack and is made of the nun's veiling, with a pleated vest of the silk. The neck is cut low in front and is edged with lace, beaded with a box pleated ruche of fringed out silk cut two inches wide. It is double box pleated. Elbow sleeves are made of the veiling with big puffs of silk at the top, which form a point, while the bottoms have a full ruffle of lace and inchings of silk. Ribbons are fastened at the under arm seams, outline the back of the basque and fall in two long loops and ends at the point. A pretty bow finishes the bottom of the vest, another at the bust and one upon the left shoulder finishes the basque. When the dress was donned with a big bunch of velvety pansies in my hair and at the waist the suit was far prettier than ever the blue silk or the cream nun's veiling had been in

their very best days. All the dress cost me was the linings and one package of Diamond Dyes.

I never dip my hands into the dyes when I am dyeing, (for—let me whisper it so the editor will not hear,—I am rather proud of my hands.) I always use two small sticks, (broom handles,) with which to stir and turn over the goods, which must be kept under the dye so as not to be spotted. I must close.

I am looking for that receipt for mince pies and fruit cake.

Do any of the sisters ever put cabbage salad into the lunch bucket? It can be put into a covered jelly glass or bottle. The dressing. One and one-half teaspoons ground mustard, one teaspoon salt, one-half teaspoon sugar, one tablespoon flour, mix smooth in one third cup vinegar, add one well beaten egg, one teacup water and one tablespoon butter. Place all in a bowl and set the bowl into a sauce pan of boiling water. Stir continually until as thick as cream. Put to cool. Chop one head of cabbage very fine and sprinkle with salt and pepper, pour the dressing over the cabbage and mix well together. It will keep a week after mixing if placed upon ice. A little celery is an addition and some like an onion, A cup of chopped chicken, salmon or lobster makes a pleasant addition.

Yours in P. F.

JEAN HUNT.

MOBERLY, Mo., Aug. 23, 1891.

Editor Railway Conductor:

I suppose I am the lady who wrote about lunches some time ago, and I have never heard from another on that subject, although I have anxiously watched each issue since hoping to hear from some one else, as I know I am not the only conductor's wife that has that little task to do and that quite often.

I am sorry to say that it is next to impossible for me to give my receipt for mince meat as I make it by "guess," but I will do the best I can, and also enclose one of my neighbor's receipts which I know to be a good one—said neighbor being a most excellent cook, and by the way—a conductor's wife also: After my meat is cooked and chopped, I put in two and a half cups of chopped sour apples to every cup of meat, then I keep putting in the good things (until I think it good enough) such as New Orleans molasses, brown sugar, vinegar, boiled cider when I can get it, butter, a little suet, salt, spices, and any sweet pickle juice, or fruit juice that I may have on hand, as I save all such for that purpose; I often put in a little wine or brandy. I do not put citron in for we do not like it, nor do I put

raisins in the mince meat, but before making my pies (I always make several at a time), I have ready a bowl of raisins, cut in two, and seeded, and after putting the mince meat into the lower crust, I put in the raisins—plenty of them, some little chunks of butter, and grate over the whole a little nutmeg. I do not cook my mince meat but little, just let it boil up good and have it juicy.

Receipt for mince meat; 4 lbs. beet, 3 lbs. sugar, 1 lb. suet, 1 peck of apples, 2 lbs. currants, 2 lbs. raisins, 1 lb. citron, 2 qts. cider, $\frac{1}{2}$ oz. cloves, 1 oz. cinnamon, $\frac{1}{4}$ oz. allspice, 4 nutmegs, $\frac{1}{2}$ oz. mace.

Receipt for fruit cake: $\frac{1}{2}$ cup butter, $\frac{1}{2}$ cup New Orleans molasses, 1 cup brown sugar, 2 eggs, $\frac{1}{2}$ cup sweet milk, $2\frac{1}{2}$ flour, 1 teaspoonful baking powder, 1 each of allspice, cinnamon and nutmeg, $\frac{1}{2}$ teaspoon cloves, a large cup full of seeded and cut raisins.

I am glad that the ladies are taking so much interest in this magazine, I enjoy reading it, especially the ladies department, and would like to see more comments on what is written. Had I the time and also the ability, I would be only too glad to contribute some thing for publication, or perhaps to the "waste basket," but my time is mostly occupied with the cares and work of our home and the "little ones;" however, I do find time to read some, and that which interests me most, is anything pertaining to the good and welfare of the home and children.

L. M. C.

NEWARK, Ohio, July 1, 1891.

Editor Railway Conductor:

Our last letter was written so long ago, that I suppose you have forgotten all about us, but we are delighted to be able to say that our lodge is doing fine.

Jan. 20, we held a social at Mrs. Jno. Idle's, which was highly enjoyed by all; sandwiches and lemonade was served, and the social ended about twelve o'clock.

Another enjoyable occasion was the social at Mrs. Geo. Taylor's, Feb. 5th, which was also a success.

We had also two suppers and realized quite a large sum, (which we are going to keep.)

President Mrs. Jno. Doyle, and S. S. Mrs. Geo. Busch accompanied their husbands to the Grand Division at St. Louis, and while there assisted to organize an auxilliary.

I am sure that you like to hear from us, so will write oftener in the future.

Yours in P. F.,

MRS. GEO. BUSCH.



Our Trip Across the Continent.

CONTINUED.

On Wednesday, May 10th, 1889, at 9:30 a. m., we left the "Queen City of the plains," on the Colorado central branch of the Union Pacific R'y for a pleasure trip up Clear Creek canon. Denver has an elevation of 5170 and as we ride along on this wonderful road, and look at the "Mighty Hills," we think we are only forty rods from them, but it would surprise you when you find it necessary to ride for thirty minutes on a fast train before you get to the first of them. Our train

probably aware of the fact, that conductors have to learn to take every thing as it comes and be good natured any way.

Well, I promised, in my last, to tell you something of the beautiful sights along these mountain streams, and I will proceed at once to do so, although it is beyond the power of the most skilled writer to describe these wonderful freaks of nature, yet if I can interest you to such an extent that you will have a desire to go and see them for yourself I shall be satisfied with the results of my labor.



THE LOOP.

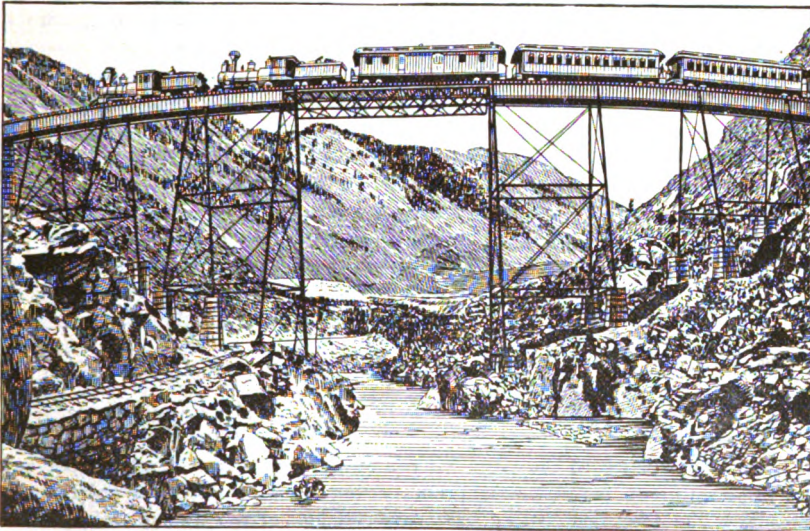
consisted of six coaches, drawn by a Mogul engine, and these coaches were filled with as happy people as ever started on a pleasure trip, (of course they were all conductors and their wives and children) and so steep was the grade that at times nearly all on board were obliged to get off and walk, so this huge six driver engine with its steam guage showing 140 pounds could pull the train over the most difficult places, and we were just as happy when walking as riding. You are

This is the one canon nearest Denver accessible to the tourist. It is fifteen miles to Golden, across a level stretch of country, which does not look much like a "desert" or a "dry, void tract," but rather suggests some cozy valley in the far east—comfortable farm houses, fields of waving grain, shady groves and running streams of water.

From the observation car can be seen the vast clouds of smoke from the huge smelting works.

and extensive factories of Denver, behind, as the train heads for these towering foot hills—the outer sentinels of the great canon beyond in the mountains. It flashes into Golden—famous as an old "camp," now a prosperous town. From here we plunge at once into the gorge and for nearly sixty miles follow this picturesque marvel. There is nothing like Clear Creek canon in America. It is not exaggeration to say that, for wild rugged scenery, nature in her most majestic mood failed to provide its equal, and it cannot be described. I might throw together masses of gorgeous words, as if to rival the grandeur of those rocky fortresses, but words seem puny and inadequate. And, after many a day dream when one is restored to the quiet of home, the effort to place the picture again before the fancy is fruitless; there remains a vision of a restless moun-

ver, a branch of the canon shoots off to the right. The road up this branch would take you to Central City, but we kept to the left and the next place of note was the far famed Idaho Springs. Gashed, seamed and rent are the mountains in every direction, but a lovely plateau of fifteen acres is left in the valley—ample room for a beautiful town. The grim outline is softened by a view of no less than five canons, and the sides of these steep defiles are green with mountain pines and shrubs, which cling in all sorts of impossible places to their mountain home. Denver was left two hours and forty-five minutes since at an altitude of 5170 feet above the level of the sea; Golden was 5665, Forks Creek 6880, and here at Idaho Springs, 7543—a rise of 2373 feet in thirty-eight miles. The grade up which the engine labored so steadily is at some points 217 feet to the mile.



THE LOOP BRIDGE.

tain torrent rushing madly down a wild chasm, overhead, a haunting hand's breadth of gleaming sky; the grim walls, close enough to touch at times as you flit by; the fantastic shapes carved upon the mountain, bold profiles and fairy castles; the tranquil summerland into which you occasionally dash, when the canon widens into a few brief acres, green, shady, inviting; a passing glimpse of a dazzling snow-summit, far away in the upper ether—these, and more, one may recall, and still there remains an indefinable sense of something elusive that you have not held fast, and cannot describe. It is the spirit of beauty, the power of pure, ennobling scenery, which cannot be taken away from its home, or even reproduced in words.

At Forks Creek, twenty-nine miles from Den-

ver, at this beautiful spot we found a prosperous little city of 4000 souls, whose streets and homes are made convenient, beautiful and bright, by all the modern improvements in water works and electric light. And another thing that attracted my attention was its elegant public school building of two stories and basement. The delightful situation of Idaho Springs is at once observed by all visitors, and on account of its beautiful climate, and wonderful springs, its peculiar fitness for a health resort is admirable. The train stopped here for a few minutes, and although the weather was warm, and the sun shining brightly, we found snow drifts, and played at snow ball.

But we must not give this place too much of our attention, but push on fourteen miles further up in the mountains, still following this restless

mountain stream, until in the very heart of the mountains at an elevation of 8476 feet we find Georgetown, another city of 4000 inhabitants equal to Idaho Springs in all that nature and art can do. At Georgetown it was necessary to have the assistance of another six driver engine to take the six coaches to Silver Plume four miles distant, at an elevation of 9176 feet, a grade of 700 feet in four miles and at some points 250 feet to the mile. One would think after riding fifty-four miles behind these powerful locomotives, and hearing them struggle to get their burden up the heavy grade, that they must be near the summit of nature's wonderful hills, but at this point we are still about 5000 feet below the snow capped peaks, and as we behold them from this "high tower," we have a great desire to stand on their most lofty pinnacle, but even then I imagine we would not be satisfied, there is something about the works of our great Creator that calls us up higher and higher, and I do not think any one can be satisfied with any altitude to be reached on this earth, but I believe if we are willing to go where our Creator calls us, we shall meet Him around the "Great White Throne." Then we shall be satisfied when "we awake in his likeness."

I thought I would stop here, but I must tell you something about the wonderful "Loop."

Passing above West Clear Creek, with just a glimpse of the picturesque bridge that spans Devil's Gate, the road runs under the great viaduct, and rises and rises till you have left the city of Georgetown hundreds of feet below and to the north; but, with a sudden turn, it is again seen, with the train this time rushing toward the city and still climbing; again a turn to the east, now down ninety feet below is the track just passed; away again on the further side of the mountain; again crossing to the west side; suddenly turning to the east until the "Big Fill," seventy-six feet high—too sharp a curve for a bridge—has given another circle to the track; then, with a turn to the west, around the slope of McClellan mountain, still another view of Georgetown, with all the tracks in view, each seeming to have no relation to its neighbor. but in dodging behind gigantic boulders, creeping under a threatening ledge of rocks, suddenly rushing to the other side to get a foot-hold on the narrow shelf at the water's edge, and crowding closely to the flinty walls of the beetling cliffs you have crossed above the track you passed over only a few minutes since, and used all the track in sight which is only one continuous line to the neat little village of Silver Plume, before spoken of, where you can draw from the rocks all the ice cold,

clear, sparkling water that is needed to quench the thirst of multitudes.

Another wonderful piece of nature's great works is Green Lake, two and a-half miles from Georgetown. It has been many times called the "Gem of the Mountain." In soundless calm it lies 10,000 feet above the sea; caught up and held by the rugged majesty of the mountain, its beauty subdues and softens the great heart of the Rockies, and gives a touch of tenderness and watchfulness to the great peaks that guard its loveliness.

It is well supplied with convenient houses, a good wharf, plenty of boats, and its waters are well filled with mountain trout. While the lake is clear as crystal, the basin that holds it is green; the sand is green; the moss that clings to the rocks is green; and even the tiny drops that fall from the oar bear the same tinge that has given this wondrous lake its name.

I am so deeply interested in the many wonderful things to be seen in the great works of nature, and their many forms and shapes show so plainly the touch of the "Almighty Hand," that I cannot help but think of man's personal responsibility to God. And these very wonders create in me a great desire to be a better man.

I see I am inclined to make my article too lengthy, and not wishing to weary you this time, I will stop now, and continue my story in some future number by telling of our excursion to Leadville, Canon City, and Manitou Springs.

N. E. R.

OAKLAND, July 22, 1891.

Editor Railway Conductor:

If you will give me space in your paper to express my views which are the views of the representative members of the trainmen of this coast, I will be much indebted to you.

It is my belief that all this howl about the grand officers of the B. R. T. being recreant to the vows taken at the trainmen's altar and to the Supreme Council is all bosh and that all persons concerned in making the same howl know that it is the meanest rot. Also that the officers of the Order connected with the ejection of the trainmen's representatives from the Supreme Council voted for expulsion not because they thought it just but because it would serve a most damnable purpose, in other words I believe it was a premeditated scheme between two Orders to try to down the Trainmen for if they (the two Orders) ever reach the pinnacle of success they are striving for it will be due to the down fall of the Trainmen, the Order that befriended them, rocked them in their infancy, held the bottle to their mouths and led them by

the hand until they were able to stand, to walk, yes to run and this is the return; the old story warm the snake to have him sting you. This is strong language I admit but it is my firm belief and the sentiment of hundreds of Trainmen on the Pacific slope.

The lodge of which I am a member upholds Grand Master Wilkinson in his action in the Northwestern trouble with a hurrah with a great big H. The parties doing all the talking cry, deplore and harp about the 350 Switchmen so mercilessly thrown out of work but say nothing about Lindsley and Ingles who were to my personal knowledge discharged at the demand of the S. M. A. A. with the threat that if they (Lindsley and Ingles) were not discharged the S. M. A. A. would tie up the C. & N. W. simply because Lindsley and Ingles wore the badge of one of the noblest of all Orders in the train service the B. R. T.

As for the imputations of all these parties, as to the character of the *traitor* as they dub Grand Master S. E. Wilkinson, each and every one of them knows that the accusations are utterly false and but the mouthings of the jealous ones who would like to stand in Wilkinson's place to reap the golden harvest of dishonesty that has been placed so temptingly in his path and which he has so nobly spurned doing as any honest man should and defending his constituents against the wrongs and the mercilessly concocted schemes of a body of unscrupulous scoundrels who after obtaining the scalps of poor Lindsley and Ingles so utterly failed to get that of our honorable Brother Frank McInerney.

Hoping you will grant me space as I do not like to crow in our own *Journal*, I am yours truly,
W. H. RUSSELL.
Past Master of Western Shore Lodge B. R. T.

MARCELINE, MO., July 21, 1891.

Editor Railway Conductor:

In reply to Swipes can say, the order giving train 23 right track over 24 to D does not have to be recalled after giving a positive order to meet at C, but train 24 is entitled to the main line at C and train 23 on arrival at C will take siding.

Yours in P. F.,

I. O. WILKINSON,
Div. 283.

To all members of the Order of Railway Conductors and Brotherhood of Railroad Trainmen, Greeting.

GENTLEMEN AND BROTHERS: After traveling three years in the interest of the Brotherhood of Trainmen I have come to the conclusion that I believe that it is to the best interest of the Order of Railway Conductors and the Brotherhood of

Railroad Trainmen to consolidate under one head, and under the following conditions:

To have but one degree, and the Brakeman to receive the same insurance as the Conductor. The conductors are then protecting the brakemen by maintaining a larger insurance for him than he could carry if it was strictly the brakemen's order, as the assessments would be numerous. Then let the brakeman protect the interest of the conductor by adopting the percentage plan of promoting brakemen, when three brakemen are promoted arrange to have one conductor hired, and by so doing to all mutually protect one another; but under the present regime strict seniority puts the conductor back to braking when he may have arrived at the age of forty-five years, and really is too old to perform a brakeman's duty but could get along very well running a train. By carrying out the above agreement you would be all protecting the interest of each other.

When this reaches you through the press or your magazines, call a union meeting and give it a fair consideration and discuss it thoroughly, and point out its good features and its poor ones, and ascertain the feelings of the members of both orders in your locality and report accordingly to grand lodges. It will be necessary for you to consider and agree on the percentage plan of promotion, also on the insurance feature, making the insurance the same for each member before any steps can be taken to unite the two orders, then your grand lodge officers can arrange by your request for a special convention, giving each organization four hundred and twenty-five delegates, to outline your future policy.

Brothers, if you can agree on the above policy, you will be able to unite under one head over forty thousand men, and become one of the strongest as well as the grandest labor organizations in the world.

To the grand officers of both organizations: Don't place any obstacle in the pathway to impede the progress of such a move, as I consider that the future destiny and protection of the brakemen and conductors lie in this bill.

I know there will be many to oppose such a move, but I suggest it to you knowing it is necessary. The grand officers need not be afraid of losing their positions, as there will be work for all. I have such confidence in this bill that I am satisfied to sacrifice my position and go to braking; feeling it will do me and others in the train service equal justice in our old age.

Remaining your obedient servant, I am

Fraternally yours,

T. T. SLATTERY,
Second Vice Grand Master of the Brotherhood of Railroad Trainmen.

SOMERVILLE, MASS., July 10, 1891.

Editor Railway Conductor:

At this time when in so many states legislation extending the liability of employers is being agitated, it occurred to me that a copy of what is known as the "Employers Liability Act" of the State of Massachusetts, might be of interest and a possible source of information on the subject to many of our members.

This Act was approved May 14th, 1887, and reads:

Be it enacted, etc., as follows:

SECTION 1. Where; after the passage of this Act, personal injury is caused to an employé, who is himself in the exercise of due care and diligence at the time.

1. By reason of any defect in the condition of the ways, works or machinery connected with or used in the business of the employer, which arose from or had not been discovered or remedied owing to the negligence of the employer or of any person in the service of the employer and entrusted by him with the duty of seeing that the ways, works, or machinery were in proper condition; or

2. By reason of the negligence of any person in the service of the employer entrusted with and exercising superintendence, whose sole or principle duty is that of superintendence.

3. By reason of the negligence of any person in the service of the employer who has the charge or control of any signal or switch, locomotive engine or train upon a railroad, the employé, or in case the injury results in death the legal representatives of such employé shall have the same right of compensation and remedies against the employer as if the employé had not been an employé of nor in the service of the employer; nor engaged in its work.

SEC. 2. Where an employé is instantly killed or dies without conscious suffering, as the result of the negligence of the employer or the negligence of any person for whose negligence the employer is liable under the provisions of this Act, the widow of the deceased, or in case there is no widow, the next of kin, provided that such next of kin were at the time of the death of such employé dependent upon the wages of such employé for support, may maintain an action for damages therefor and may recover in the same manner, to the same extent, as if the death of the deceased had not been instantaneous, or as if the deceased had consciously suffered.

SEC. 3. The amount of compensation receivable under this Act in cases of personal injury shall not exceed the sum of four thousand dollars. In case of death, compensation in lieu thereof

may be recovered in not less than five hundred and not more than five thousand dollars, to be assessed with reference to the degree of culpability of the employer herein, or the person for whose negligence he is made liable; and no action for the recovery of compensation for injury or death under this Act shall be maintained, unless notice of the time, place and cause of the injury is given to the employer within thirty days, and the action is commenced within one year from the occurrence of the accident causing the injury or death. The notice required by this section shall be in writing, signed by the person injured or by someone in his behalf; but if for physical or mental incapacity it is impossible for the person injured to give the notice within the time provided in this section, he may give the same within ten days after such incapacity is removed, and in case of his death without having given the notice and without having been for ten days at any time after his injury of sufficient capacity to give the notice, his executor or administrator may give such notice within thirty days after his appointment. But no notice given under the provisions of this section shall be deemed to be invalid or insufficient solely by reason of any inaccuracy in stating the time, place or cause of the injury; *provided*, it is shown that there was no intention to mislead, and that the party entitled to notice was not in fact misled thereby.

SEC. 4. Whenever an employer enters into a contract either written or verbal, with an independent contractor to do part of such employer's work, or whenever such contractor enters into a contract with a sub-contractor to do all or any part of the work comprised in such contractor's contract with the employer, such contract or sub-contract shall not bar the liability of the employer for injuries to the employés of such contractor or sub-contractor, by reason of any defect in the condition of the ways, works, machinery or plant, if they are the property of the employer, or furnished by him, and if such defect arose or had not been discovered or remedied, through the negligence of the employer or of some person entrusted by him with the duty of seeing that they were in proper condition.

SEC. 5. An employé or his legal representative shall not be entitled under this Act to any right of compensation or remedy against his employer in any case where such employé knew of the defect or negligence which caused the injury, and failed within a reasonable time to give, or cause to be given, information thereof to the employer, or to some person superior to himself in the service of the employer, who had entrusted to him some general superintendence.

SEC. 6. Any employer who shall have contributed to an insurance fund created and maintained for the mutual purpose of indemnifying an employé for personal injuries for which compensation may be recovered under this Act, or to any relief society formed under charter two hundred and forty-four of the Acts of the year eighteen hundred and eighty-two, as authorized by chapter one hundred and twenty-five of the Acts of the year eighteen hundred and eighty-six, may prove, in mitigation of the damages recoverable by an employé under this Act, such proportion of the pecuniary benefit which has been received by such employé from such fund or society on account of such contribution of said employer, as the contribution of such employer to such fund or society bears to the whole contribution thereto.

SEC. 7. This act shall not apply to injuries caused to domestic servants or farm laborers, by other fellow employés, and shall take effect on the first day of September, eighteen hundred and eighty-seven.

Yours truly in P. F.,

No. 122.

ST. LOUIS, MO., Aug. 16, '91.

EDITOR RAILWAY CONDUCTOR:—I find in the Chicago *Inter-Ocean* an article from which I extract the following:

Thurston being defeated, as the article in the *Telegrapher* states, he went to E. E. Clark, Grand Chief Conductor of the Order of Railway Conductors, and told him that Grand Chief Conductor George W. Howard of the Brotherhood of Conductors, approached him with a proposition to the effect that he (Howard) and his two colleagues within the Supreme Council would vote for the admission of the O. R. T. to the federation if he (Thurston) would pledge himself to cast the three votes of the O. R. T. against the admission of the Order of Railway Conductors. This, it is alleged, sent out by Mr. Clarke was the real reason why the application of the O. R. C. for admission to the federation was withdrawn.

It is preposterous that Geo. W. Howard, who is sacrificing his personal interests—so he avers—for conductors, would make such a proposition to Grand Chief Thurston. Why, it is absurd. Does it appear that a Grand Chief Conductor, favoring an "everything goes" constitution, in which the typographical errors alone brand it as "Harum Scarum," and endeavoring to force it on his association, could do so? Impossible. Now it is highly improbable that such an honorable, intelligent model of infallibility ever did such an act. His extreme friendship (?) for E. E. Clark, Grand Chief Conductor of the O. R. C., the hand-shaking episode at St. Louis, &c., &c., particularly "and so forth," his vindictive assertions last March to two Arizona conductors, that B. R. T. officers were "hobnobbing with O. R. C. and go-

ing 'round arm in arm with Ed. Clark," general fondness for rival orders, modest official desires with bouquets, why, sir! it precludes the probability of such an occurrence. A master of transportation on 150 miles of railroad who would resign—by request "or leave the B. of R. C.," account of a mendacious missive he had written falling into official hands—his position to die for the conductors of this country would not do that. Just a huge joke of Mr. Thurston's. "The extreme depths of christianity "cropping out" in all of Mr. Howard's articles in Mr. Leflets "Weakly," demonstrates that it "ain't so" even if 'tis so, if Mr. H. says so. Bah! "come off the perch." Tell some one behind the barn it wasn't made to Mr. Thurston. "Colleagues" eh? Colleagues in what? A conspiracy against the conductors, the best interests of the "Federation," the service in general, by an idea of running a rival order at any and all hazards? About the size of it. The total disregard by Mr. H. of the best interests of his association in the past year clearly defines the trail. All, everything, anything to ruin a rival order, to promote the personal interests of Geo. W. Howard, Esq., the "service be d—d." Those are the indications: they are undoubtedly correct.

I reaffirm a previous statement, that Mr. D. J. Carr, Grand Secretary of B. R. C. was heard to say that if the S. M. A. A. made any trouble in the Los Angeles yard of the Southern California railway "our men will hop right into that yard and do them properly." Again, plenty of conductors, and a few B. L. E. engineers in that vicinity, are authority that, immediately after the Rochester convention O. R. C., it was talked in B. R. C. Grand Office and was "common coin" that if B. L. E. were to sympathize with, or unite in any federation with O. R. C., they (B. R. C.) were ready to take an engine at first opportunity and "scab." The conductors of this country should be and intend to be a unit, and the sooner they get rid officially of such men as G. W. Howard, who are trying every means at their command to prevent it, on account of personal benefit, the better it will be for the conductors and the service. Respectfully,

FRANK JOHNSON.

Editor Railway Conductor:

The predominate nature of the "Majah" again asserts its high birthright in a contemptible attack upon the Order through C. S. Wheaton, in the issue of June 25th. It has become a precedent formed through his earlier associations to domineer and bully over inoffensive persons. The less inclination toward resentment, the great-

er pride he takes in expressing his ignorance, and exhibiting his brutality. This habit was suppressed to some extent thirty years ago, but the lowest nature still remains and asserts itself by attacking with slander. The "Majah" says "there is far more honor attached to the position C. S. Wheaton holds, as a dago boss, than to the one he formerly held as chief of an organization which sought to degrade every man who earned his bread by honest labor."

So, we might apply that it was far more honor to the "Majah," who by the way, thus created himself a "Major," to wield that rawhide over those black shoulders thirty years ago, where he could accentuate each throb of his brutish passion with a blow, than to pollute the minds of those associated with him through his despicable effort at journalism. At one time the "Majah" conceived that the Order must necessarily adopt his sheet as her official organ or else cease to exist then and there. But thank God, his native presumption and bigotry was met by action on the part of that Grand body that excluded him entirely.

And now the "Majah" feels real mad at us, and thinks it was real mean in us to act so rude, when he was so willing to furnish the brains to operate each department of the Order. He is not mad at "Bill Daniels" for he calls him "Sweet William." O! "Majah," reflect. Look how small you appear. It is a wonder the B. R. C., has a follower.

FIDEI DEFENSOR.

CHILLICOTHE, O., July 31, 1891.

Editor Railway Conductor:

Replying to "Swipes" in July number of CONDUCTOR there is not, in my opinion, any room for discussion. Order No. 2 does not annul order No. 1, but fixes a definite meeting point. Train 23 which had the right of track in the card is made to take the siding at meeting point for train 24.

Come again with some thing easy.

Yours in P. F.,

O. T. DEWEY.

NORTH LA CROSSE, WIS., Aug. 2, 1891.

Editor Railway Conductor:

Have read THE CONDUCTOR since first publication, and never criticised not even the Brother's wail about holding Division meetings on Sunday, but the last number of THE CONDUCTOR with five pages of "Obituary" does the business for me. Cannot an injunction be issued, the signal turned, a draw-bridge opened or some means adopted to stop such a deluge of woe being turned loose suddenly, the space used for some-

thing useful and these romances published in their local paper where they would do the most good?

In the first place they are not true. They are cut from the same old pattern—"Whereas, we humbly bow, &c.," when we don't do any such thing. We kick—we say "If it had been Spoodendyke no one would have cared, but poor Jones was a dandy, its too bad.

And in the second place they are the cause of much profanity, too.

Yours in P. F.,

WILLIS WADE.

BRADFORD, PA., July 20, 1891.

Editor Railway Conductor:

I would like through your valuable journal to inform the members of the Order that Division 200 is right in it, as it were. Yesterday, at 6 p. m., we started our second annual excursion to Chautauqua Lake. The train was in charge of Bros. D. O. Robinson and J. Mullins. On our arrival at Bradford, with nine well filled coaches, our worthy A. C. C., Brown, the yard master here, kindly furnished four more coaches, and after filling them, D. O. sang out "all aboard," and with Engineer Smith at the throttle we started on what proved to be a very enjoyable affair. Everything passed off very smoothly and with credit to the Order and to the efficient committee. As I have been in Cleveland since, I cannot at this writing give the number or the amount of receipts but will later.

Yours in P. F.,

DOCK.

GREENSBORO, N. C., July 28, 1891.

Editor Railway Conductor:

Raleigh Division 264 is in a very prosperous condition and most of our members seem to be very much interested although some of them do not attend as often as they might.

I think quite a number will take out from one tq four or five certificates of insurance under the new law. All seem to be very well pleased with the changes made in our laws and the good work accomplished at our last Grand Division. The action of the Committee on Federation in withdrawing the application to join the Federated Council is heartily approved of. We hope that some better plan will be laid. The writer's from "Kansas City," and "John Brown" from Salt Lake City in the last number of THE CONDUCTOR give some good advice and make some very good suggestions about federation.

What we want first of all is to become thoroughly federated among ourselves—to stand

by one another—and show to the outside world that we are a band of Brothers working for each other's good. We have one of the grandest Orders in the world, and if we would all live up to the principles of our Order as we should we would never need to federate with any other order to get what we need and want. We must show to the world that we are living up to our principles of fidelity, justice and charity.

The railway conductor of to-day is not looked upon as he should be. He is an important factor in the business world and should be highly respected. His is a life of hardship and responsibility of which the world at large knows but very little. If the traveling public knew but half the hardships of a conductor, he would not meet with so many jeers and hear so many slang expressions as he is compelled to listen to, but on the other hand he would be oftener met with kind words and receive the just courtesies due him. How seldom we ever see in print anything complimentary to a conductor although their actions in many emergencies deserve being praised each and every day the year through? How few of the different railway officials will compliment any of their conductors in their action no matter how good or praiseworthy that action may be. And right at this point I think many of the railway officials make a great mistake. How often a word of encouragement would cheer the weary, hard toiling life of the conductor, as he trudges on day and night, battling with the storms of life, away from home, wife and loved ones almost all the time, doing faithful service for the R. R. company. You who are general managers, superintendents and train masters look around you and see how your conductors toil day after day in your service, and their efficient service helped to give you and your office a good name and a good record. But do you appreciate it? Do you let that faithful conductor know that you appreciate his services by taking him by the hand and giving it a good shake, and saying: Ah! my good fellow, that was a good record you made on your last trip or last month, you manage your train and crew well, I am pleased with the neatness of your reports, they come in promptly, &c., &c.

Who is it that needs the kind words of cheer and comfort more than the railway conductor? His life is one of exposure, toil and hardship. Instead of a life of honor and wealth it is one, frequently of suspicion, dishonor and poverty. His is a life of anxiety fraught with many unforeseen dangers. To him the traveling public look for much that he can never give. His employers except more from him than he can possibly give in the way of detailed statistics and information.

We hope the day will soon come when we, as conductors, shall receive our just dues, not only from our employers, but the outside world as well. Success to the O. R. C. and the RAILWAY CONDUCTOR.

Yours in P. F.,

C. S. G.

OSAWATOMIE, Kas., July 22d, 1891

Editor Railway Conductor:

At our last annual election of officers, we elected a correspondent to represent Division 137, but he must have got lost, strayed or stolen, for we have never, as yet, seen a word in *THE CONDUCTOR* from his pen. As I am in the back shop, laid up for repairs, for a few days, I will take the liberty of writing a few lines for the purpose of letting the members of the Order at large know, that we have a Division of the O. R. C. here at Osawatomie, and although our membership is not very numerous, still, we have enough to claim recognition as a Division. Osawatomie Div. No. 137 was organized Aug. 31st, 1890, with twenty charter members (all old members,) and we have now thirty-two members in good standing, and three applications under consideration, and we are looking for several more members by transfer. We meet every Monday night, but the attendance used to be very light, until some of the Brothers conceived the plan of imposing a fine on the "laggards" when they were in town on meeting nights, and did not show up at the division room. That had the desired effect, and we have now a good attendance at every meeting, and more interest is being taken in the work of the division.

The majority of our members have always been against federation, and consequently there was much rejoicing at the action of our G. C. C. in withdrawing the application for membership in the supreme council. The Brothers seems to think, that we are better off without than with federation, at least for the present.

Business in this part of the country was rather light during the early part of the summer, but it is now picking up, and we are looking for all we can do from this time on, as Kansas is blessed with an unusual large crop this year.

Now in conclusion I wish to say to Bro. Ridlon, that the object of this communication, is not to deprive him of his right as correspondent, but merely to stir up his conscience a little, and if I succeed in that, then I shall feel that I have not written in vain, always provided that this reaches the columns of *THE CONDUCTOR* instead of the waste basket.

Yours truly in P. F.,

A. J. Scow.

Montgomery Division No. 98.

MONTGOMERY Ala., Aug. 15, 1891

Editor Railway Conductor:

I promised in my last if you would publish it, that you should hear from me again, and to make good my promise I don't know of a better subject than to tell you about some of the boys and their runs, and right here I expect I will get myself in limbo as everyone will think he should be first. I'll risk it though and tell you of the M. & M. boys. First comes Capt. John Elliott, the "Tramp's Terror" who was never trumped but once by one, put him off and the fellow was a little sassy; Capt. John started after him and he ran and the Capt followed, stumbled and fell, the tramp immediately stopped turned back and helped him up and wanted to know if he was hurt. Of course the tramp rode the balance of his run. Capt. John runs the fast trains 1 and 6 between Montgomery and Mobile. "The little Capt." Cal. Keeler, is small but loud, he does not belong to the Order, but sympathizes with the boys, he runs opposite Capt. Elliott on No's. 1 and 6.

P. L. Coleman whom you will remember as our delegate for two terms at the Grand Division, previous to the last, is another one of the boys; Pickett is not as handsome as a few I could mention, but he has more fun in him to the square inch than a dozen men and is a favorite with the girls and I have often wondered why he did not take some of them to ride with his handsome turnout; he knows best though; he runs No's. 2 and 5. His partner is the jolliest man on the road, I believe they have named Phil. McRae, "Jumbo" on account of his size, he is another ladies man, but married and I will refrain from comment.

Now comes the greatest of them all, Tom. Mizzell he is the "silent man" and you can never tell when he is around. Tom is pretty too and a great masher; he runs 3 and 4; his opponent is our worthy chief Wm. Nabors, who is strictly company business from the time his peculiar all aboard sounds until he delivers his passengers at the end of his run. "The company says so and you must" is his motto. These comprise the passenger men. On local freight we have John (Pap.) Haralson, (Red) Bob Adams and Ed. Markel: Pap is extra passenger man, but says there is more comfort running freight. In the chain gang we have Frank Brock, Lon Perkerson, Frank Fuller and Homer Carr. These are all first class men that the management are proud of, having been on the road for a number of years, especially the passenger men who withstood the storm that burst among them a year or two ago;

they are all satisfied too, never having been refused all they asked for. Passenger men receive one hundred dollars per month, freight men being paid mileage and for layouts etc.

So much for the boys of the M. & M. division of the L. & N. The others shall have their turn in good time, until then adieu.

Yours truly in P. F.,

TRUE.

TORONTO, Ont., July 29, 1891.

Editor Railway Conductor:

Toronto Division No. 17, O. R. C., all aboard the beautiful steamer Cibola, had their first moonlight excursion on Lake Ontario. Quite a number of citizens and members of the Order availed themselves of the opportunity—about five hundred in all. Music was furnished by a first-class band, the light fantastic was indulged in by old and young, and all on board seemed to enjoy themselves thoroughly.

One very pleasing feature was the presence of so many old conductors and the great interest taken by all the members to make it a pleasant and social time.

W. J. G.

SALT LAKE CITY, Utah, Aug. 12th, 1891.

Editor Railway Conductor:

The writer is one of those who believe that "coming events cast their shadows before" and from out the shadows appear a summary of tangible future events at once pleasing and refreshing to the thousands of railway conductors in active service.

What does the future portend? As we calmly and dispassionately review events of the past two years, we may safely conclude that all internal strife in the ranks of conductors is practically ended, and harmony again reigns triumphant. It is not inconsistent to dwell upon the past where but a short time ago there were two "portions" vastly different numerically as well as in theory and principles.

A fruitful change is manifest, and dissension no longer rules the hour. The Order of Railway Conductors at their last annual convention, so revised and amended their laws as would conform to the views and expressed ideas of the western men, as well as to an eastern contingent developing later on.

We trust we are fair and impartial in considering that the birth of the Brotherhood of Railway Conductors taught a moral principle, in the abstract—but has outlived its usefulness.

That it *has* outlived its usefulness is plainly apparent to all. The prime object of their secession, and unfurling a separate banner, is now

embodied in the revised constitution of the Order, and the "secessionists" have no longer a mission to perform.

We do not question the sincerity or moral purposes of the Brotherhood of Railway Conductors as first set forth—it was pure and laudable in all save the *method*, which savored strongly of disruption and disaster to an old and well-established Order. To-day that old established Order is on the high road to success, and not offering any *questionable premium* to induce membership. None but competent and eligible conductors are admitted within its ranks, and therein lies the secret of its great success. No fear that there will ever be an "amalgamation" of the O. R. C. and the B. R. C. but those of the latter who are eligible to membership in the former will speedily avail themselves of the privilege to come within the protecting fold. We are one of those who believe that after the coming convention of the B. R. C. at Louisville, there will not be enough left of them to form a "corporals guard," much less to assemble in another convention hall. This idea is logical and consistent with the facts attendant throughout, and time will verify it.

We are inclined to ask, what of federation? The Order of Railway Conductors is to be congratulated in the fact that their Grand Officers were far seeing enough to withdraw their application for membership in the supreme council. Far better that federation should never exist, than a "sham" existence be forced upon the different organizations, and resulting in the end in charges and counter charges that are disgraceful to labor organizations.

Federation is a principle both human and divine, and will yet shine resplendent from out the labyrinth of perplexity and darkness enveloping round about—to this end we pin our faith now and in the interim. Mistakes in the past will enable us to build more securely for the future, and toward this end we should one and all work unceasingly.

In perfecting a "federation" practical and lasting as the pillars of time, let our watchword be "the greatest good to the greatest possible number." The labor world must needs pay tribute to Eugene V. Debs, for his open and manly defense of labor's rights and liberties, likewise his laudable endeavors to perfect a "federation" whereby railway employes would be in a position to successfully resist encroachment upon their rights and liberties when threatened by the iron hand of capital through its oft-times unscrupulous and mercenary agents who may be "clothed in a little brief authority," and in the end relegated to the shades of private life, in many instances attesting their inability to guard equally well the interests of both capital and labor which we deem synonymous in every sense of the word.

Haste the day when true friends of labor will lay aside all feelings of jealousy and discord, and set about restoring peace and harmony. Right here we wish to express a few great truths, and they are so plain that "those who run may read." First, the great army of railway employes in themselves *are the people*, and are the ones to negotiate at *all times* with the officials. The

Grand Officers are maintained for quite different purposes than going from one point to another adjusting differences. Railway companies concede their willingness to treat with employes in *actual service*, and those same employes are more directly interested than are any Grand Officers. From this position we are immovable. The conductors, engineers, firemen and brakemen, on any system have home ties appealing to them daily hourly, and with their wives, and babies, and other kindred ties ever in view, are not apt to "strike" and thus precipitate a war endangering their little homes. Railway officials know this—it is true to nature—and unmoving.

In advancing this solution of the problem, the writer has no "axe" to grind—his sole object is to witness a unity of labor throughout that will prove beneficial and lasting—contented himself to remain an humble "conductor" and participating in the blessings of "federation" which would accrue to all alike.

The rank and file are to-day wondering why the Grand Officers of the different organizations are so desirous of *all power* being vested in a supreme council. Why not have a supreme council, and maintain its dignity and standing by remaining aloof until the men on any one system needed their assistance, and in that event they would be empowered to come forward with a reserve force of the employes on any railway in the country. Would not that be a more "ideal" method than the old? True, the supreme council would not be *in it* to the extent they have been in the past, but could they not stand it?

And should there be any dissatisfaction manifested after the settlement, it would not assume the proportion it did in the North-western affair. Literature and food for reflection is not wanting in this age, and the rank and file are keeping abreast of the times in all pertaining to their welfare as a class.

We would like to see "federation" discussed fairly and impartially.

Yours respectfully,

JOHN BROWN.

Editor Railway Conductor:

Brother S. C. G. of Charleston, S. C., seems to have been both amused and annoyed at my sketch of "The Train Conductor" in Number 11, June 15th, of THE RAILWAY CONDUCTOR. I am glad if he or anyone derived any amusement from reading it, but sorry to have caused any annoyance by my remarks on the old-time conductors. Brother S. C. G. intimates that I am making faces at them, but if S. C. G. thinks that twenty-five or thirty years makes an old-timer, why I am one myself, having railroaded thirty-three years; twenty-eight years as conductor without a break. When I wrote the sketch I confined myself strictly to the truth, and had living examples right before me of conductors who have railroaded over forty-five years, forty years as passenger conductors, and who would look down on S. C. G. and myself as young fellows or kids. They look like some old retired banker or business man and have nothing in common with the rest of the conductors. They have stood by and seen the wages of passenger conductors raised from \$75 to \$100 and \$125 per month and never helped the thing along by either their influence or their money to help pay expenses of committees etc.,

and every one knows that the present standard of wages was not raised voluntarily by the railroad companies. The beauty of my making faces at these old timers is, that it don't hurt them a bit, because they don't care a cent, and as I said they are not railroading for a living now, but for glory; they have a chair in the office where they can sit and chat with the powers that be on their lay off days, and I defy the smartest railroad man on any road, to sit in a trainmasters or superintendents office, just visiting, without giving some poor devil away, and at the same time saying something to raise himself in the estimation of the boss, but I contemplate writing a sketch of the conductor who has a "chair in the office," and who "stands in" so to speak. Brother S. C. G. will forgive me for my remarks I hope, because I don't consider that either of us are old timers, that it to say, not too old, but when a man can boast that there was not a railroad in existence west or south of Chicago, when he commenced running a train down east and that there is not a single man alive on earth on that road where he commenced railroading, that he is the only one left to tell the tale; I call him an old timer, and we have got 'em right here and what makes me so cynical and sour against the railroad company is because they keep this old timer and hold him up as a criterion for others, when we know quite well that the old timer gets pointers from some of the officials when any trap is going to be set, or else he is so situated on his runs that the trouble don't reach him at all and he escapes every time.

COL. B.

GARRETT, IND., August 12, 1891.

Editor Railway Conductor:

I have watched faithfully for Britton Division, No. 138 for several months past but failed to find anything from the Division so I thought it my duty as a Brother to let the rest of the Brothers know that we are still alive and doing nicely and still increasing rapidly in membership. There are several others waiting for business to pick up. Hope it does for us all as it has been awful dull here for the past three months. No. 138 has now sixty members and several applications to come in shortly. Brothers you must pay strict attention to meeting days for the register shows who attends the meetings, and if you don't show up when in town you will have to bring the fifty cents for staying away when you could attend. Lodge does not last long but it does lots of good to yourself and to other Brothers, so come along Brothers when in town. Nothing has ever occurred to mar the progress of Britton Division 138, yet she has waved the banner in the mid air proclaiming justice to all. I wish to mention C. N. Bell Lodge, 168, B. of R. T. at Garrett, Ind. From all outside observation they seem to be increasing and prospering wonderfully. They are actively engaged in promoting the interests of the Brotherhood and I don't think a more brilliant set of men can be found anywhere; sober, industrious and without an exception honest and upright. The B. of R. T. and O. R. C. are working in perfect harmony and peace with each other, both recognize the fact that one cannot without the other accomplish anything, yet I would like to see them all over the country work in peace and harmony with each other for as we are men

that have to work together why not do it in peace with each other. Wishing all sister lodges to be working in harmony all over the country, I remain yours in P. F., J. B.

August 5, 1891.

Editor Railway Conductor:

Here is my opinion in regard to train orders problem given in the CONDUCTOR July number from Knoxville telegraph stations A B C and D:

Odd number trains having right of track train No. 24 at A gets orders to right of track against No. 23 to D, order No. 1 arriving at B, train No. 24 gets orders to meet No. 23 at C; this is order No. 2 and supercedes order No. 1 and holds good without annulling order No. 1, as order No. 1 is virtually annulled when order No. 2 is given as it is superceded. An order holds good until superceded or annulled.

SINGLE TRACK.

SCRANTON, Pa., August 24, 1891.

Editor Railway Conductor:

Will you allow me space in your valuable paper to enter a protest against something I witnessed while attending an excursion and picnic of the O. R. C.'s. Something that I cannot believe would be upheld by the Order at large, and that is the selling of beer at their picnics. I was very much surprised as I had always supposed the Order was opposed to the use of intoxicants in any form. I for one think a conductor, whether passenger, freight or coal, should be strictly temperate both on duty and off.

I had always supposed the Order would not allow anything of the kind, and was both astonished and ashamed to find a beer stand at the entrance of the grounds with the approval of the Order and they to receive a portion of the proceeds. I also know that many other ladies who had held a good opinion of the O. R. C. went away feeling very much disappointed with the Order. Now I would like to ask, is the selling of intoxicating drinks upheld by the Order at large?

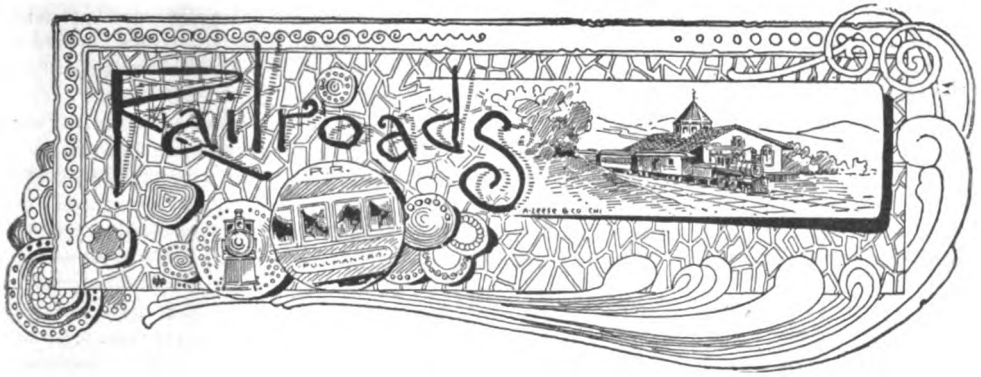
I shall eagerly look for an answer in the RAILWAY CONDUCTOR, and I do so hope the Order will be so strongly opposed to anything of the kind that no division will ever countenance anything of the kind again.

I am very much interested in the Order and do not like to see them do anything that can lower them in the estimation of anyone.

Sincerely,

A CONDUCTOR'S WIFE.

We know nothing of the circumstance referred to by this correspondent, but are very loth to believe that any division of the Order would sanction the sale of intoxicating liquors of any kind at a picnic controlled by them. The writer is not a "prohibitionist" nor a "temperance crank," but he believes with this conductor's wife that no division of the Order can afford to countenance the sale of even beer at a picnic or its use anywhere. We are aware that many good people, and among them conductors, use beer and believe that its temperate use is beneficial and we do not wish to be understood as condemning such nor as wishing to dictate to them in any way. It is a personal matter with themselves and is entirely different from a division of the Order being interested even in the slightest degree.



THE MISSOURI PACIFIC RAILWAY CO.,

ST. LOUIS, IRON MOUNTAIN & SOUTHERN R'Y CO. AND LEASED, OPERATED AND INDEPENDENT LINES.

This memorandum, made this 1st day of May, 1891, shall govern all Division Superintendents, Train Masters and other officers in the service of The Missouri Pacific Railway Company, and the St. Louis, Iron Mountain & Southern Railway Company, leased, operated and independent lines, in the discipline and control of all conductors, trainmen and yardmen, in the service of said companies, shall regulate the pay rates of all such employes, and shall constitute a letter of instructions on all matters herein stated.

1. Hereafter, in the employment of conductors, brakemen and yardmen, in the service of the above companies, Division Superintendents are hereby instructed to employ none but sober, reliable and competent men for this service, and all such employes will be directly responsible to and subject to the order and control of the Division Trainmasters, Division and Terminal Superintendents and Yardmasters, at all times and in all matters pertaining to their duties. No other subordinate officer will be allowed to interfere in the discipline and control of these employes; but brakemen will obey the instructions of their conductors while on duty.

SWITCHMEN AND YARDMEN.

2. Wages and hours of yardmen shall remain as at present, with the following exceptions:

Sedalia—Day helpers, \$75.00 per calendar month, 12 hours to constitute a day's work.

Night helpers, \$80.00 per calendar month, 12 hours to constitute a day's work.

Day foreman, \$85.00 per calendar month, 12 hours to constitute a day's work.

Hiawatha—Day helpers, \$70.00 per calendar month, 12 hours to constitute a day's work.

Night helpers, \$70.00 per calendar month, 12 hours to constitute a day's work.

Day Foreman, \$85.00 per calendar month, 12 hours to constitute a day's work.

Weeping Water—Day helpers, \$65.00 per calendar month, 12 hours to constitute a day's work.

Greenleaf—Day helpers, \$65.00 per calendar month, 12 hours to constitute a day's work.

Fort Scott—Day helpers, \$65.00 per calendar month, 12 hours to constitute a day's work.

Wichita—Day helpers, \$65.00 per calendar month, 12 hours to constitute a day's work.

Night helpers, \$65.00 per calendar month, 12 hours to constitute a day's work.

Eldorado—Day helpers, \$65.00 per calendar month, 12 hours to constitute a day's work.

Night helpers, \$65.00 per calendar month, 12 hours to constitute a day's work.

Winfield—Day helpers, \$60.00, per calendar month, 12 hours to constitute a day's work.

Osawatimie—Day helpers, \$2.50 per day, 12 hours to constitute a day's work.

Night helpers, \$2.50 per day, 12 hours to constitute a day's work.

Fort Smith—Day helpers, \$65.00 per calendar month, 12 hours to constitute a day's work.

Van Buren—Night helpers, \$70.00 per calendar month, 12 hours to constitute a day's work.

WAGES OF TRAINMEN, PASSENGER SERVICE.

3. Trainmen will be paid the following schedule of rates:

Conductors of passenger trains, \$100.00 per month.

Brakemen of passenger trains, \$50.00, \$55.00 and \$60.00 per month, as at present.

Conductors of pusher engines, \$75.00 per month.

WAGES OF TRAINMEN, FREIGHT SERVICE.

4. Conductors and Brakemen on through freight trains will be paid at the rate of three (3) and two (2) cents per mile respectively, for all runs of 100 miles or more; runs of less than 100 miles to be paid as 100 miles.

5. Crews of all local freight trains and mixed trains for regular runs of 100 miles or less, will be paid for full time of 26 or 27 days; Conductors \$90 00 per month, Brakemen \$60 00 per month. For fractional time they will be paid at the rate of \$3.50 per day and \$2.30 per day, excepting that on the several branch lines below specified they will be paid the following schedule rates:

ST. LOUIS, IRON MOUNTAIN AND SOUTHERN BRANCH LINES.		
Name of Branch.	Rate per month.	Rate per day.
Potosi.....	\$75 00	\$2 90
Jackson.....	85 00	3 25
Doniphan.....	85 00	3 25
White River.....	85 00	3 25
Camden.....	85 00	3 25
Ft. Smith.....	85 00	3 25
Warren.....	90 00	3 50

Brakemen's pay on the above lines will remain as at present.

MISSOURI PACIFIC BRANCH LINES.

Monthly rates of trainmen will remain as at present on the Missouri Pacific branches named below:

Carondelet Branch.

Lebanon Branch.

Jefferson City, Boonville and Lexington Division.

Boonville Branch.

Sedalia, Warsaw and Southern Railway.

St. Louis and Emporia Division.

Crete Branch.

Lincoln Branch, between Weeping Water and Lincoln.

Central Branch Division, between Dows and Leonora.

Republican Valley Branch and Pacific Railway in Nebraska.

Burr Oak Branch.

South Solomon Branch and Rooks County Railroad.

Kansas and Arizona Division.

Great Bend Branch.

Ft. Scott, Wichita and Western Railway, between Wichita and Kiowa.

Denver, Memphis and Atlantic (Eastern) Division.

McPherson Branch.

Grouse Creek Railway.

Leroy and Caney Valley Air Line Division.

Kansas Southwestern Railway.

6. For running pay trains and special passenger and excursion trains, conductors and brakemen will be paid as follows:

Conductors for runs of 125 miles or less, \$3 25 per day.

For runs of more than 125 miles, 2½c per mile.

Brakemen will be paid on same basis \$2.00 per

day, and one and one-half (1½) cents per mile, excepting that regular freight crews required to run passenger trains will be paid freight mileage rates.

7. On all local freight and mixed trains, runs of over 100 miles, conductors and brakemen will be paid, in addition to their regular rates, three (3) and two (2) cents per mile, respectively, for all mileage made in excess of 100 miles, and overtime at thirty (30) and twenty (20) cents per hour, as per Article 12, excepting that brakemen on local freights between Hiawatha and Omaha will be paid \$3.35 per trip via Nebraska City and \$3.15 per trip via Talmage, with overtime as above.

8. The monthly pay rates of local freight and mixed train crews will include the 26 or 27 working days of each month. Road service rendered by local crews on Sundays, or other extra service, shall be paid for as extra work, at regular rates for the class of service performed.

9. For all freight trainmen employed by the month, 26 or 27 days shall be rated as a full month, and fractional time or parts of a month shall be paid for as so many twenty-sixths of a month.

10. Crews of work trains will be paid, conductors \$85.00 per month, and brakemen \$60.00 per month, for the calendar working days in the month; service on Sundays will be paid extra, and overtime will be paid for all time used in excess of twelve hours per day.

OVERTIME AND EXCESS MILEAGE.

11. Overtime will be allowed and paid to all crews of local, through-freight and mixed trains, as follows:

On all freight runs of less than 100 miles, which runs may require more than ten hours' time, overtime will be paid for all time used in making any trip in excess of ten hours after deducting two hours for delayed time. When the delayed time on any trip amounts to more than two hours, all overtime will be allowed in excess of ten hours.

12. On all through freight runs of over 100 miles, conductors and brakemen shall be paid three (3) and two (2) cents per mile, respectively, for all mileage made on each run; and in addition to actual mileage, overtime shall be paid them on a basis of ten miles per hour; for example, on a run of 150 miles they shall be paid three (3) and two (2) cents per mile, for 150 miles run, and in addition thereto, for all overtime made in excess of fifteen (15) hours.

13. Trainmen required to remain on duty with their trains after arrival at terminal stations thirty minutes or more shall be paid therefor as overtime.

14. Road crews delayed on the road more than one hour, loading or unloading material, or required to switch more than one hour at gravel pits, stone quarries, coal mines, or other similar places, will be paid extra for such time at overtime rates, after ten hours' service

15. In computing overtime, no fraction of an hour less than thirty minutes shall be counted, but all overtime of thirty minutes or over, and less than one hour, shall be counted one hour.

16. All overtime made by train crews will be paid at the uniform rates of thirty (30) cents per hour for conductors, and twenty (20) cents per hour for brakemen.

17. No overtime will be paid to any passenger trainmen that are employed by the month in regular service. When they perform extra service they will be paid for actual service rendered at their regular rates of pay.

MISCELLANEOUS.

18. Trainmen or yard men required to dead-head shall receive half pay, and when attending court at the request of an official, they shall be paid according to their regular daily pay, and one dollar per day for expenses.

19. When trainmen are called, and, for any reason other than their own, do not go out, they shall be paid for one half day, if held on duty less than six hours, and stand first out. If held more than six hours, they shall be paid for one day and go behind all other crews at that point, at that time; it being understood that in case crews go out within six hours, they shall receive time from first call.

20. Trainmen living within one mile of main line, division, or terminal stations, shall be called as nearly as practicable, one hour before leaving time, by train-caller, who will be provided with a book in which the men called will enter their names, also the time called, and the time of trainmen will begin at the time set for the departure of their train.

21. When crews are through or local freight or mixed trains are required to do switching service at terminal or division stations, they will be paid extra for such service, at the rate of thirty (30) and twenty (20) cents per hour; less than thirty (30) minutes not to be counted; thirty (30) minutes and over and less than one hour will be computed as one hour, excepting that on runs which occupy less than ten hours, no extra switching service will be allowed until the total time used in making the runs exceeds ten hours.

22. The actual time made by conductors and brakemen for switching service, as above specified, shall be kept by the yardmaster, or where there is no yardmaster by the station agent, in a book

kept for that special purpose, and all such switching time shall be returned to the division office and made up in the pay rolls for the months in which this service is rendered.

23. The proper officers of the railway company will listen to any reasonable complaints made by either individual conductors, brakemen or yardmen, or by committee of the same, provided proper notice is given, in writing, as to the subject of complaint, and special appointment is made as to the time and place to consider the same.

24. After continuous service of sixteen hours or more, trainmen shall be entitled to and allowed eight hours for rest before being called to go out, except in cases of wrecks, washouts, or similar emergencies.

25. Crews shall not be run off of their respective divisions, except in case of necessity, or special emergency, when no crews of that division are there to take the trains.

26. Any conductor, trainman or yardman may be suspended from duty for a reasonable time or for investigation for any alleged misconduct, or for violation of rules or orders; and may be discharged from the service of the company for good and sufficient causes. These causes shall include intemperance, incompetency, habitual neglect of duty, gross violation of rules or orders, dishonesty or insubordination. For any of these causes, they may be suspended by the division trainmaster and discharged by the division superintendent.

27. When a conductor, trainman or yardman is discharged or suspended for a definite term, for an alleged fault, he shall have a fair and impartial trial within five days after filing his request therefor with the Division Superintendent, and, if suspended for investigation, such investigation shall be held within five days without such request. If found innocent, he shall be paid at regular rates for time lost, and reinstated. If detained more than five days awaiting investigation, he shall be paid for extra time in excess of five days, whether found guilty or not.

28. In filling vacancies in the ranks of freight conductors, all conductors, brakemen and baggagemen will be considered in the line of promotion, according to their age in the service and their ability to assume the duties of conductors, except that three brakemen shall be first promoted and then one experienced conductor may be hired as a conductor, at the option of the officer in charge. A conductor so hired shall take his place at the foot of the list of extra conductors, and may be temporarily used as extra brakeman, pending vacancy to be filled by him.

29. All employes in yard service shall be promoted according to age and ability, providing the

officers in charge of such men consider them competent for positions to which they are entitled by seniority in service; and any one feeling that he has not had a fair and impartial examination, shall have a right to appeal to higher authority.

30. All conductors will be considered in the line of promotion according to their term of service, dependent upon their good conduct and ability. Whenever additional conductors are required in the passenger service, promotions will be made from the ranks of freight conductors, as above, giving each freight district representation in turn, except that the General Superintendent reserves the right to employ additional or new men for these positions when they consider the good of the service requires it.

31. Any employé included under the provisions of this agreement, who is dissatisfied with the decision of any official of the company, shall have the right to appeal therefrom to the General Manager, after having first submitted his case to the decision of the General Superintendent.

32. The oldest brakeman, when competent, will be given preference as passenger brakeman, when they so desire.

33. On all main line local freight and mixed trains the train crews shall consist of a conductor and three brakeman; on branch roads, where the service is light, the crews shall consist of a conductor and two brakemen, excepting that on branches where the trains are heavy enough to require them, three brakemen shall be employed, at the discretion of the Division Superintendent.

34. When passenger or freight conductors make reasonable objections to the Train Master or Division Superintendent against any brakeman under their charge, such brakeman shall be removed or assigned to other duty or dismissed from the service, according to the circumstances.

35. All instructions given to freight or passenger conductors by Train Masters or Train Dispatchers relative to movement of trains or disposition of cars, will be given in train orders, or in writing.

36. When a trainman is required by the Superintendent to change his run, and by so doing he would be obliged to move his family and household goods, they shall be moved free of charge on application therefor.

37. Passenger train brakemen who have never worked on freight trains must work at least two years on a freight train before they shall be entitled to an examination for promotion to a freight conductorship.

38. Freight cabooses and their crews shall not be laid over for the reason that their conductor has laid off for any cause.

39. When the freight traffic on any portion of the road is so light that all the freight crews in service are not able to make reasonable wages, crews shall be laid off (beginning with the youngest men) until the crews in service are able to make reasonable wages. Any conductor suspended from service under this rule will be given preference as brakeman, and they will retain their rights as conductors and will be placed on their runs when the freight business requires an increase of crews.

40. If a conductor, brakeman or yardman leaves the service of the company of his own accord, or if he is discharged from the service, he shall forfeit all rights previously held unless he is reinstated within ninety days.

41. There shall be no discrimination against any employé of the company on account of being a member of any of the railway organizations.

42. Any conductor, trainman or yardman leaving the employ of the company will, at his request, be given a letter by his Superintendent or Division Superintendent, stating his term of service, capacities in which employed, and whether he has been discharged or has left the service of his own accord. If discharged, such letter shall state the reasons.

43. A copy of this letter of instructions will be furnished to all Division Superintendents, Train Masters, and Yard Masters, and the same shall be accessible to any employé who may desire to see it.

GEO. C. SMITH,
Assistant General Manager
A. W. DICKINSON,
R. E. RICKER,
General Superintendents.

Approved:
S. H. H. CLARK,
First Vice-President and General Manager.

Conductors Assaulted.

VICKSBURG, Miss., Aug. 15.—[Special].—W. H. McIlvaine, a passenger conductor on the Louisville, New Orleans and Texas Railroad, on the fast mail, due here at midnight last night, was hit in the left temple with the butt end of a pistol by Marshal McGinty of Harrison, as the train passed that point coming up last night, and has a very serious wound in the head, and it is feared that the left eye is injured.

Mr. McIlvaine states that when the train stopped at Harrison, McGinty and several other men boarded the train and were going through the ladies' coach, when he said to them that he would not permit such conduct, when McGinty pulled his coat back and exhibited his badge as marshal, and McIlvaine said to them if they were looking for anyone he would assist them, when McGinty replied with profane language, stating that they did not want his assistance. McIlvaine said he then went forward to the baggage car, and while

standing near the car door on the platform he was hit by McGinty with the result as stated. The railroad company will prosecute McGinty for the unwarranted assault.

Conductor A. J. Howard of the Valley route, was shot and painfully wounded in the fleshy part of the shoulder last night, by a passenger who boarded the train at Leland and wanted to go to Roxie but would only pay fare enough to take him to Rolling Fork. Upon leaving Rolling Fork Conductor Howard told the passenger that he would have to pay or get off at the next station; but when the train stopped the passenger refused to get off. Seeing that he did not intend to get off, Conductor Howard picked him up and carried him off the train, holding him until the train started. When the conductor was in the act of boarding the train, the ejected passenger pulled his pistol and shot him in the shoulder. The would-be assassin escaped. Mr. Howard is not seriously hurt.

It is said that the man who did the shooting is an escaped murderer from Arkansas. The officers of Sharkey county are on his trail and he will no doubt soon be captured. Conductor Howard is resting quietly to-day and no serious results are expected.

The above would indicate that conductors on the Valley Route should be prepared to protect themselves. It is to be hoped that both of the above ruffians will receive proper punishment.

The Central Association of Railway Officials, which is composed of officers at Cincinnati, Indianapolis, Columbus and Louisville, has under consideration a plan for uniformity in the way of discipline, which was formulated by the committee on subjects. The majority report is as follows:

Leaving key open, 30 to 60 days or indefinite suspension.

Grounding line unnecessary, 30 to 60 days or indefinite suspension.

Failure to deliver order, 30 to 60 days or indefinite suspension.

Failure to complete order, 10 to 30 days or indefinite suspension.

Failure to deliver message, 10 to 30 days or indefinite suspension.

Failure to try air brakes or whistle, 30 to 60 days or indefinite suspension.

Untidy uniforms, 10 to 30 days.

Running through switch, pay, or two weeks to 30 days suspension.

Breaking draw-bar, pay, or 1 to 2 weeks suspension.

Burning off journal, 30 days or indefinite suspension.

Breaking machinery of engine, 2 weeks, 30 days or indefinite suspension.

Break in two and collision, 30 days, 60 days or indefinite suspension.

Killing stock, 10 to 30 days suspension.

Damage to public, and personal injury, 30 days or indefinite suspension.

Derailment through carelessness, 10 to 30 days suspension.

Yard collisions, 10 to 30 days suspension.

Violation of flag rules, 30 to 60 days or indefinite suspension.

Violation of speed orders, 30 to 60 days or indefinite suspension.

Failure to register, 10 to 30 days suspension.
Failure to sign bulletin orders, 10 to 30 days suspension.

Failure to give or to answer signals, 10 to 30 days suspension.

Striking inspector's flag, 30 to 60 days or indefinite suspension.

Running on incomplete orders, 30 to 60 days or indefinite suspension.

Running past block or other signals, 30 to 60 days or indefinite suspension.

Running by trains loading passengers on double track, 30 to 60 days or indefinite suspension.

Drinking on duty, indefinite suspension.

Intoxicated off duty, indefinite suspension.

Burning engine, indefinite suspension.

Refusal to take runs, indefinite suspension.

Insubordination, 30 to 60 days or indefinite suspension.

Anger and fighting on duty, 30 to 60 days or indefinite suspension.

Hauling cars wrong, pay 2 cents a mile or 10 to 30 days suspension.

Rough handling of cars, pay damage or 10 to 30 days suspension.

Setting switch wrong or leaving switch unlocked, 30 to 60 days or indefinite suspension.

Failure of engineer, fireman or brakeman to keep lookout, pay damage or 10 to 30 days suspension.

Failure to examine switch after using, 10 to 30 days suspension.

Failure to set brakes or block wheels on siding, 30 to 60 days or indefinite suspension.

Tying down block signal, 30 to 60 days or indefinite suspension.

Asleep on duty, 30 to 60 days or indefinite suspension.—*Indianapolis News*.

We publish the above as an illustration of some of the would be martinets who occupy minor official positions in railway service.

The *News* naively remarks that "it is not thought that this report will be adopted," but if adopted, what then?

"Bradbury's Pet Lambs."

Thiel's detective agency at St. Louis sent sixty men, in charge of Assistant Superintendent Patton, to Lafayette to take the places of the strikers in the event of their services being needed. Forty were from Chicago and twenty from St. Louis, and a tougher lot of blood tubs never inflicted themselves on a community. They were quartered at the St. Nicholas and when a News reporter walked among them and got out without being harmed he considered himself extremely lucky; a person who would meet one of them after dark would surely take the opposite side of the street. These importations were dubbed "Bradbury's Pet Lambs" and had they been mixed up in a brawl there would have been broken heads. One of them who got out into the yards was set upon and badly beaten. Superintendent Patton kicked out of the hotel a friend of the strikers who was endeavoring to win away some of the "lambs." He was arrested and fined \$27.50 for assault and battery.

During the entire strike the Lake Erie & Western men were quiet, orderly and well-behaved, and their gentlemanly conduct won for them the sympathy of the Lafayette people.—*Indianapolis News*.



Entering and Leaving Train—Reasonable Regulation Voluntary Disregard—Platform.

1st, In an action to recover for an injury by reason of alighting on the opposite side of the track from the platform wherein it was alleged that the company had neglected to provide a safe means of exit, and that the conductor had negligently permitted him during a dark night to leap into an open ditch constructed on the side of the track the court held that a passenger's consent to a reasonable regulation of a railroad company for entering and leaving its trains is implied, and for an injury which results from its voluntary disregard of it the company is not liable.

2nd, When a railroad company provides a platform on one side of its track for the use of passengers this is equivalent to a rule that they shall get on and off there. Such rule is reasonable, and if one who has notice of it, deliberately and for his own convenience, alights on the other side, he cannot recover for injuries sustained in consequence notwithstanding the conductor saw him in the act of leaving the train from the wrong side.

3rd. The fact that the company has permitted persons to cross its tracks on foot at various points in the neighborhood of the station, has no bearing on such a case, nor is it relevant to show that passengers occasionally alighted on the side where there was no platform, unless the company assented thereto.

Drake vs. Pennsylvania Railway Co., Penna, S. C., June 5, 1891.

NOTE: Here a passenger, prompted by a desire to shorten the walk from the train to his home, and save a moment's time left the train from the north side, fell into a ditch and was injured. That the conductor saw him on the north platform is alleged to be sufficient to base an action, because of his silence in not warning him of the danger in leaving the train from the opposite side from the platform. The court justly rules that the company cannot be held liable for his voluntary act, even it was proven that passengers were known to leave the cars from that side.

Excessive Verdict—Variance—Pleading—Expert Testimony.

1. Action by passenger for permanent injuries. The evidence showed that the complainant was, by reason of a broken rail, thrown across the car into a berth opposite the one he occupied and received injuries claimed to be permanent during the residue of his life. The trial court rendered a verdict for \$30,000. Held, not excessive, because complainant, a business man, 22 years old, earning \$2,500 per year was rendered permanently disabled.

2. When the declaration averred that complainant became a passenger at Kirkville to be carried to Glenwood Junction, and had a ticket from Moberly to Ottumwa, between which places Kirkville and Glenwood Junction lie, held, that this was no material variance for the statement in evidence; when complainant became a passenger and where he was to be carried, do not qualify the averment that he was a passenger from Kirkville to Glenwood Station.

3. Complainant's averment of injury was that of "Concussion of the Spine," while the evidence of experts prove it to be "chronic inflammation of the spine," which might produce concussion. Held, that this was no variance because the averment of concussion may be disregarded without lessening the effect of the accident upon health of complainant as averred and proven.

4. Evidence of a surgeon is admissible as to the specified effect of external violence upon a person, but whether a described movement of the car and of the person will or will not produce a specific effect upon his person is not competent evidence, but in the absence of objection held not to be error.

Wabash etc. R'y. Co. vs. Freidman, Ill. App. Ct., July 23, 1891.

NOTE: This was not a unanimous decision, Waterman J. dissented on the ground of the variance as to the termini of the passage. This is the largest verdict ever given by an Illinois court for personal injuries, and doubtless was arrived at by calculating his earnings for a given number of years at the rate of ability to command a salary of \$2,500 per year.

Purchase of Ticket—Ejection of Passenger.

A passenger sued to recover \$1,000 as damages alleged to have been sustained by him by reason of his having been wrongfully ejected from a passenger train operated by appellants. He recovered a judgment for \$50 and the company appealed. Held, that where a passenger concludes to go to a station beyond the one to which he has a ticket, he cannot demand that the train be stopped long enough for him to go into the office and buy a ticket, and the company is justified in ejecting him on his refusal to pay the train fare. **Judgment reversed.**

Easton et al. vs. Waters, Tex. C. of App, May 12, 1891.

NOTE: This cause arose upon the insignificant difference of five cents, which was demanded by the conductor. Plaintiff refused to pay and suffered ejection, but immediately got upon the train again and paid the fare. The statute of Texas and a few other states at one time required that all passenger trains should stop at stations at least five minutes, but these statutes were found to be unwise and too slow for this age and were repealed. A requirement that would allow a passenger time to leave the train and procure a ticket would greatly inconvenience the traveling public as well as the railway companies.

Accident To Female Passenger—Negligence—Pleading.

1. In an action by a passenger against a railroad company for injury received by the falling of a berth while she was away from her seat and standing by the stove, it is not necessary for her to allege and prove necessity for her absence from her seat; contributory negligence being a matter of defense.

2. Where the accident happened on a car on which it was understood that the passengers should look after their own berths, and were accordingly charged a low rate of fare; and when, soon after the accident, plaintiff wrote the company that she was injured by the carelessness of one of its employees. Shortly afterwards in a letter to the company she said it was a newsboy who pushed the berth up. On the trial she testified that she thought it was a conductor. Held, that there was sufficient evidence that the injury resulted by reason of the negligence of an agent of the company to sustain a verdict for plaintiff. *North Pacific Railway Co. vs. Hess et al* Wash., S. C., May 29, 1891.

Master and Servant—Personal Injuries—Coupling Cars—Contributory Negligence—Willful Negligence of Conductor.

1. Plaintiff was injured while coupling a moving train to a standing car loaded with timber projecting over the end thereof. He did not know

that the car was thus improperly loaded, and his attention was necessarily directed toward the moving train, giving signals to slow up, so that he could make the coupling. Held, that there was no contributory negligence on the part of the injured employé, and that the company was liable.

2. Where the conductor in charge of a train knew that a car was so loaded that there would be danger in coupling thereto, and intended to so notify a brakeman, who was injured in making the coupling, but did not see him, and kept on backing the train up to the car, thinking the brakeman would take care of himself, such negligence on the part of the conductor is willful.

Louisville etc. R'y. Co. vs. Robison, Ky. C. of App.

Ejection of Passenger—Damages—Familiar Rule of Law.

In an action to recover for an alleged wrongful ejection the court on appeal, Held, that it is the duty of a passenger, if he has not the required ticket or token evidencing his right to travel on that train, to pay his fare or quietly leave the train when requested, and resort to his appropriate remedy for the damages he has sustained; and if he attempts to retain his seat without paying his fare; and is expelled by the conductor, using no more force than is necessary, he can recover no damages for the injury incurred by such expulsion.

Peabody vs. Oregon R'y. & Nav. Co., Oregon, S. C., June 24, 1891.

Care Of Passengers—Injury by Fellow Passengers—Police Power of Conductor.

In an action to recover damages for an injury the result of a quarrel and an assault and battery upon plaintiff by another passenger wherein the conductor separated the combatants as quickly as he could but not until after an injury had been inflicted: Held, First that it is the duty of a railway carrier of passengers to exercise the highest diligence reasonably practicable to preserve order on its trains, and protect passengers against violence, abuse or injury from fellow passengers. This duty is exercised under an implied police power to prevent an abuse of their privileges by passengers.

2. When two passengers engage in a altercation, but are separated as soon as possible by the conductor, but not until after the plaintiff received an injury at the hands of his assailant, the company is not liable, especially when the evidence shows that a provocation given by him resulted in the assault complained of.

Mullen vs. Wisconsin Central R'y. Co., Minn. S. C., July 3, 1891.



The *American Agriculturalist* is one of, if not the leading agricultural publication in the United States; the September number which is on our desk, is worth more than its cost to any one at all interested in the farm or garden, while there is a household department that alone is worth the price of the magazine. Every conductor who has a bit of garden, keeps a Jersey or a horse, should have it. Send 15 cents to the Orange Judd Co., New York, for a sample copy.

The *Century Magazine* will celebrate the 400th anniversary of the discovery of America by publishing a Life of Columbus written especially for that magazine by Emilio Castelar, the famous Spanish orator, statesman, and author. The work is written in Spanish, and will be carefully translated. Senor Castelar, whose interest in and admiration for America are well known, has made a careful study of the new historical material bearing upon the subject, and it is said that his paper will be very richly illustrated. Other articles dealing with the discovery of America are in course of preparation for the same magazine.

"Twenty Years with the Indicator" is the title of a volume by Thos. Pray, Jr., and twenty years experience with the steam indicator ought to qualify Mr. Pray to write authoritatively of its use and benefit. The present edition comprises what has heretofore been two volumes and in the dedication of the former volume II, Mr. Pray says, that it is to the working engineers, in the hope that it may contribute to their benefit. The writer is not an engineer, either theoretical or practical, and his only knowledge of engines, is that obtained by observation during an experience of a number of years on the front end of the fireman's seat, and by asking innumerable questions of the man on the other side; we had seen a steam indicator and knew that it was something to make a definite record of the work an engine did, but our ideas of how it did that, were (and for that matter are yet), vague and indistinct, but a hasty examination of this book has convinced us that an engineer can with the aid of

this book perfect himself in the use of the indicator in a tithe of the time that would be required without it, in fact we are inclined to think that a layman might learn something from it. The book is certainly worthy a careful study by engineers and by others who are at all interested in the economical usage of steam. The book can be obtained of any reliable book-seller or if not on hand, can be readily procured by addressing the author, Thos. Pray, Jr., 193 Times building, New York.

A cablegram announces that Amélie Rives has sailed for the United States whereshe will arrive soon after the appearance of her latest novel in the August number of the *Cosmopolitan*. After nearly two years of silence the new story of Miss Rives will be received with the greatest interest by those who enjoyed her earlier work. Married, traveled and in every way matured, her latest production is said to be worthy of the talent which gave such great promise. The scene is laid in Paris where the author has been living for two years, and the heroine is a Virginia girl who is studying music abroad with a negro servant for a chaperone. The story has been illustrated by Kate Greator, one of the most promising of American painters in Paris, and a charming portrait of Miss Rives is the frontispiece of the magazine.

Two papers in this number which will be read with great interest by journalists, are those by Valerian Gribayedoff, who is called "the father of pictorial journalism," and "The Woman's Press Club of New York," by Fannie Aymar Matthews. Gribayedoff has discussed artistically and practically the question of the illustration of the daily newspaper in a way to afford information to all who are interested in journalism.

Anent the baccarat scandal, Gen. Adam Badeau of Grant's staff, who was afterwards secretary of legation in London and saw much of the English aristocracy, writes an article on "Gambing in High Life." "The Dukeries," by Pelham-Clinton, is another article which will please those who take an interest in the great country houses

of England. Thomas A. Janvier, who is always delightful with his pen, gives a quaint sketch of the old ducal town of Uzes. To those interested in education, President Gilman of the Johns-Hopkins furnishes food for thought in an article on this great southern university.

We are in receipt of a recent edition of *Locomotive Engine Running and management* by Angus Sinclair, editor of *The National Car and Locomotive Builder*, which has already reached its eighteenth edition and has been carefully revised by the author while much has been added that makes the book a valuable one, not only to engineers and those who hope to become engineers, but to all who are in any way interested in the great civilizer of the nineteenth century, the locomotive. Mr. Sinclair has a thorough technical knowledge of the locomotive as well as an extended practical knowledge acquired by running one of them for years, and is thoroughly qualified to write of them. In addition, he possesses the pleasing faculty of writing so that those of us who are not engineers, can readily understand him. One of the additions to the book, is a formula for the examination of engineers. The conductor who takes pride in his profession and who desires to have a thorough knowledge of all his duties, will read this book, and will gleam from it much valuable information. It is sold by Frederick Kepply, scientific book publisher, Bridgeport, Conn., whose advertisement will be found in THE CONDUCTOR.

The September *Wide Awake*, while it has many articles for family reading, is full of the sort of stories children find satisfaction in; of course everybody reads "The Peppers" first, for just what Polly will do is as yet a mystery to us all, but the short stories will be read next. Mrs. Clara Doty Bates's "Red Lilies" is without doubt taken from life. "Two Fishermen" by Rowland E. Robinson describes a Quaker boy's holiday. What happened "All Because a Bluebird Sang" is eloquently told by Mrs. Maude Lincoln Langley. "Aunt Betsey's Cap Box" is an amusing family incident, by Clarissa Potter. "The Sovereign of '45" is perhaps the best story yet written by Mrs. M. E. W. Sherwood. "A Tale of the Black Forest" by Sally Thorndike reaches perfection as a fairy story. "Peterkin and Pollikin go to the Fair," by Annie Morrison, will be read over many times by little children. Marietta Ambrosi in her autobiographical serial describes her "good times" in tending the Italian silk-worms. "Miss Matilda Archambeau Van Dorne" in Miss Cuming's serial keeps her relatives and friends in a very animated state of mind. "The Prince Imperial," by Mrs. Goddard Orpen, is an anecdotal account of the short life of the only child of Louis Napoleon and Eugénie; it is illustrated by excellent photographs of the imperial boy.

\$2.40 a year. THE CONDUCTOR and *Wide Awake* both for \$3 00 a year.

Messrs. Funk & Wagnalls, the publishers of the projected Standard Dictionary of the English language have issued a second prospectus, announcing additions to the work and giving the names of additional writers who will treat of

some of the subjects. We have already expressed our opinion of the book and the additional information given now, confirms us in the opinion formerly expressed. We are inclined to think it will supplant the long familiar Webster, and that it will be a necessity in every library. It is expected that the dictionary will be ready for delivery early in January, and in order to form some estimate of the number required, the publishers are offering a liberal discount for advance orders. The price will be \$12 bound in a single volume or \$14 in two volumes, but to those who will subscribe for a copy in advance and pay one dollar with the order, it will be furnished for \$7 in one volume or \$9 in two, thus making a discount of \$5 for advance orders. The firm is entirely reliable, so that no one need hesitate to advance the one dollar, in fact THE CONDUCTOR will guarantee that every member of the Order who orders this book in advance and pays the one dollar, will receive the book in due time on payment of the balance of six or eight dollars as the case may be, and we advise all who need a dictionary to send for sample pages and descriptive circulars. Address the publishers, Funk & Wagnalls, 18 Astor Place, New York.

Scribner's Magazine for September contains the fifth and concluding article in the successful Steamship Series, entitled "The Steamship Lines of the World," by Lieutenant Ridgely Hunt, U. S. N., a son of the late Secretary of the Navy and Minister to Russia. (It is announced that the Steamship articles, like the Railroad and Electric series, will be issued in a handsome volume.) This number contains three articles on essentially American subjects—on "Odd Homes," from the dug-out to the Adirondack cabin; on "China Hunting in New England," particularly along the Connecticut River Valley, with an account of many rare American plates, which it was once the custom to make as souvenirs of important events; and (the third) on the "Present Ideals of American University Life," by Professor Josiah Royce, of Harvard, who pleads for the idealization of our colleges, rather than their further adaptation to practical ends. Other important articles in this issue are "Browning's Asolo," by Felix Moscheles, the artist and friend of Browning, a picturesque and personal account of the little Italian village where the poet's last volume, "Asolando," was written, with illustrations from the author's own water-color sketches; a description of "The City of the Sacred Bo-Tree," by James Ricalton, a veteran traveller and photographer, whose account of this wonderful city in Ceylon is abundantly illustrated; Andrew Lang's "Adventures Among Books," a sort of literary autobiography; the second instalment of the serial story, "The Wrecker," by Robert Louis Stevenson and Lloyd Osbourne; and short stories by Thomas Nelson Page and Charles G. D. Roberts.

The new serial, "The Wrecker," in its second instalment introduces the reader to varied scenes—student life in the latin quarter of Paris; a glimpse of old Edinburgh, and the family of a venerable Scotch stone-mason; and then a long jump to San Francisco, as it was a decade ago. The principal characters in this story are Americans. *Scribner's Magazine* and THE CONDUCTOR will be sent to any address for \$3.50.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

WM. P. DANIELS, EDITOR AND MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

THE CONSPIRACY CASE.

Conductors Stakely and McCurdy, the former a member of the Order and the latter of the B. of R. T., were recently convicted under the conspiracy law of Illinois for conspiring against the Chicago & Eastern Illinois and inducing its employés to strike and fined one hundred dollars. The prosecuting attorney, Judge Longnecker, expresses the opinion that it establishes a precedent that will convict every striker in the State of Illinois hereafter; but, while we do not question the ability of the gentleman, nor do we wish to intimate in the slightest degree that the opinion of THE CONDUCTOR on legal matters is to be compared for a moment with that of so eminent a jurist, we do wish to express our dissent from that opinion. It is probably well known to railway employés generally that an unauthorized and ill-advised strike took place on the C. & E. I. last winter, and one with which no organization had anything to do, although many of the participants, like Bros. Stakely and McCurdy, were members of organizations. These two went to Chicago, and while it is not alleged that they in any way intimidated any one, they did endeavor to persuade other employés to join in the strike. They were arrested, the matter presented to the grand jury and an indictment found and they were convicted under the general conspiracy law as amended in 1887. The accused, like the majority of railway employés, had no money to spend in their defense, and were defended by Judge John S. Goodwin through personal friendship and sympathy, while the prosecution was assisted by the entire legal force of the railway backed by ample funds. The matter was not taken up by the organizations to which the men belonged because they were not acting in behalf of those organizations but as individuals, and the fact that they were wholly unauthorized and that the entire strike was unauthorized undoubtedly prevented the men from asking assistance. The matter is being investigated and if the facts and evidence shall show that this case is one which can in any way be used as a precedent in the case of a regularly authorized strike, it will be taken up in behalf of Brother Stakely by the Order, while the officers of the B. of R. T. have expressed a willingness to co-operate with us in matter. We are not well enough acquainted with the circumstances and evidence at this

writing to express an opinion as to whether the verdict is a just one and in accordance with the law or not, for we do not even know just what it is charged the defendants did. Judge Goodwin expresses the opinion that they were unjustly convicted and that there will be no difficulty in securing a new trial, and if it appears that they were convicted of "conspiracy" simply because they explained the situation to other employés and asked them to join with them, the matter should be taken up, and by the organizations not only to which the men belong, but by all others in railway service, for it will then be a matter of vital import to all, and the fact that Stakely and McCurdy were not acting for the organizations and that the whole strike was in reality in violation of our own laws, will sink into insignificance. Even were the men guilty of a violation of the laws of the state and they did commit wrongful acts in an effort to injure the railway company, it is reasonably certain that they should have been prosecuted under the act of 1877, which applies particularly to railway strikes and which provides that it shall not apply to "cases of persons voluntarily quitting the employment of any railroad company or such other corporation, firm or individual, whether by concert of action or otherwise," while they were indicted and convicted under the general conspiracy law, and it is a well known legal proposition that where a general and special law covers the same thing, the special law takes precedence. If it has been shown in the trial already had, that the Brothers could be convicted under the special statute, there would be in our opinion nothing to be gained by carrying the case any farther, unless it would be unwise to leave a precedent that a railway employé can be convicted under the general law while this special statute remains in force. This special statute specifically provides for all the consultation and concert of action that is necessary in any authorized strike. Judge Goodwin, in the *Chicago Times*, says of the case:

"I think it is too soon to claim that a precedent has been established and that every railroad striker who pursues peaceable means to the accomplishment of his end is liable to the penitentiary. In our case it is almost a certainty that a new trial will be granted, and we have no fears that the ultimate outcome will be anything except satisfactory to our clients. That the jury gave what they believed to be the lowest possible punishment is evidence enough that no very strong case was made out against us. The tone of the

press the morning after the trial reflected very strongly the feeling held by the Chicago & Eastern Illinois Railroad company. It is to be remembered that this is emphatically a case of the Chicago & Eastern Illinois against its employees, and the company furnished its best legal talent to assist the state and brought witnesses hundreds of miles to accomplish its purposes. In all probability the organized labor societies will take up this matter, and while it bids fair to become a celebrated case, there is no assurance yet that it will eventually be decided in favor of the railroad and against its employees. John T. Geeting, who was associated in the case with me, is very firm in his opinion that a new trial will be had. One of the principal grounds on which we rely for a new trial is that the defendants were tried under a statute not applicable to the case. The conspiracy act on which the court instructed the jury to find a verdict was the act of 1887, being an amendment of section 46 of the criminal code of 1874, and is a general conspiracy law, in which the punishment may reach a fine of \$2,000 and imprisonment of five years in the penitentiary. The statute applicable to the case is the strike act of 1877, which refers to railroad strikes. The third section treats of conspiracies of that nature in which the punishment is by fine not less than \$20 nor more than \$200, or imprisonment in the county jail not less than twenty nor more than ninety days. The fourth section of this act provides that this act shall not be construed to apply to cases of persons voluntarily quitting the employment of any railroad company or such other corporation, firm or individual, whether by concert of action or otherwise." (Excepting cases of engineers leaving locomotives between stations.)

"Had the defendants been tried under this statute, a verdict of not guilty would have been imperative, for if it does not apply to a combination to leave in 'concert,' then there can be no conspiracy in counseling together to quit. The right to quit in concert concedes the right to counsel one with another. This was all that was established by the evidence, there being no evidence of either violence or threats."

The decision is attracting attention all over the United States and is variously commented upon.

Whatever is done as to carrying it farther, the Order will undoubtedly protect Stakely, and if not further contested, pay his fine, as we believe he has already been punished enough for his rash action, and that he will, in a similar case in the future, wait for the action of the organization to which he belongs, instead of going contrary to the advice of a majority of the members interested. We believe that he fully realizes that his action was hasty and that the lesson has been a deserved one.

DR. JEKYL AND MR. HYDE.

Under this caption, *The Switchmen's Journal* quotes in full the correspondence in recent issues of the B. of L. E. Journal from "John R. DeLancie," which is said to be the *nom de plume* assumed by the assistant editor of that publication when he wishes to represent (?) the rank and file. THE CONDUCTOR did not consider this wail worthy of notice at the time it appeared and probably Bro. Hall would not but for the opportunity it gives him. If "John R. DeLancie" is not Mr. Hays, it is from the pen of a writer who has all the symptoms, for running through it all is the familiar old vein of egotism. Like some other things, comment is superfluous and unnecessary; the matter answers itself and would not be noticed but for the comments of Bro. Hall. We quote extracts only.

"The slap in the face I have referred to was the re-election of W. P. Daniels, a man void of principle, and for many years the bitter enemy of organized labor. This man was the mouth piece of the detestable quartette. He personally improved every opportunity to defeat the engineers

in their struggle with the C. B. & Q. Not only this but he filled the columns of the *RAILWAY CONDUCTORS' MONTHLY* with pernicious falsehoods to satisfy a personal, imaginary wrong.

Previous to the St. Louis convention, realizing that Grand Chief Conductor Clark and the representative men in the O. R. C. had had enough of his administration, also that his office career was at an end, he could not resist the temptation of giving editorially a dig at the B. of L. E. He follows the old policy of posing as a martyr to injured innocence. To read his slummy editorials are enough to put one to sleep without a yawn, even the most vigorous opponent of Federation. The pronoun I, with "we-us-and-company," cuts a very pleasing figure. W. P. no doubt considered this the last opportunity to present one of those masterly efforts. How was he elected? Well, his bosom companion for years was there. He had an ax to grind for the editorial given some time since. Yes, Mr. Wheaton wanted revenge.

He was not the only one who desired, it and had the election occurred the day previous, I am informed, Grand Chief Clark and the representative men, who have been sufficiently punished through his insufficient official capabilities, would have shaken their sides with agreeable laughter. The evening previous to the election, on account of the activity of Wheaton and his friends, a story was invented by Daniels and his private secretary that if Daniels were defeated the public would recognize the hand of Wheaton. He would also be given credit of filling the G. C. C. chair, even though Mr. Clark were elected to that position. This had the desired effect, and rather than have it said the O. R. C. had not discarded Wheaton they swallowed Daniels.

As editor of their official monthly, and treasurer and secretary, he will make the grand office so very uncomfortable to Mr. Clark and his friends that we shall expect pleasing results. As a member of the B. of L. E., I am sorry for what I consider hasty results at the St. Louis convention. *The Conductors and Engineers are the representative men in train service. They are held responsible to the company and public alike for the movement of traffic, and while they are socially companions, they should be united in protection. I do not believe that we have a member in our ranks who would so far forget his manhood as to oppose any measure that would tend to cement these two Orders in one bond of common union.* My prediction in my last proved true. Mr. Sargent was here; he investigated the C. & N. W. trouble, and told the members of the two orders that they must settle their trouble, as the Supreme had nothing to do with it.

Why did the Supreme meet and resolve and adjourn and meet again, after Mr. Sargent had told the men that it was a matter of which the Supreme had no decision, if the Supreme had no authority in the matter? How elastic are our laws, O Thou Supreme? JOHN R. DELANCIE.

After paying his attention to the O. R. C., Daniels and Wheaton, shedding a few briny tears over the untoward fate of Mr. Clark and his friends, Brother Hays makes another astonishing statement, which we have italicised. We are asked to believe that one man alone stands between the O. R. C. and B. of L. E., who are the representative men in the train service? All the strength and glory of a perfect federation of the representative

men in train service set aside, because of one man? Great is Daniels. Oh, if he would only die! What a beautiful creation we would erect on top of his mortal remains, and how heavy it should be!

SACRED TO THE MEMORY OF
WM. P. DANIELS

To the corporations in need,
He was a friend indeed.

He died that we might live.

Erected in loving remembrance of his last act, by the Brotherhood of Locomotive Engineers.

"Scabiscat pace."

Our joy would be music, and on the reverse side of the stone we would deeply cut:

There was a man who died of late,
For whom angels did impatient wait,
With outstretched arms and wings of love,
To wait him to the realms above.

But while they were disputing about the prize,
Still hovering around the lower skies,
Comes Harry Hays with a load of scandals
And down to hell he kicked Bill Dan's.

But Daniels won't die. He is no more accommodating now than he was in the summer of '88. His bark may be tossed on the stormy sea of life, but Bill knows there will be the devil to pay when he steps out of the boat. In the meantime "Young-Man-Slapped-in-the-Face" makes more medicine.

Again referring to "Our Opinion," we quote, "Such jargon and insensate arguments as we have perused in some of their publications, filling columns with what is known as 'rot' and mud-slinging from men who are supposed to be honor-bound to the cause of labor, can be considered in no other light than that of originating from a diseased brain, whose pin-head is overburdened with insipidity."

As Dr. Jekyl, Brother Hayes holds high his hands, in holy horror; no mud stains their milky whiteness. As Mr. Hyde he sheds his spotless robes, and wades into the slimy pool. In the August *Journal* Brother Hyde looms up like a mud-machine in a brick yard. And there the *JOURNAL* leaves him grinding his gruesome grist for the Brotherhood."

WHO IS RIGHT?

Under the heading of "Some Erroneous Impressions Corrected," *The Telegrapher* quotes largely from our recent article on the differences between the telegraph operators, or rather the two organizations and while crediting us with sincerity, regrets that we have expressed an opinion without a fuller understanding of the facts. It appears to us that the principal matter in the controversy, is one where numbers do not particularly count and the fact that every other publication but *THE CONDUCTOR* has endorsed the position of the Brotherhood, as claimed by *The Telegrapher* does not settle the dispute but simply proves that the publications referred to, have accepted the statement of *The Telegrapher* on the principal disputed point, rather than that of *The Railway Telegrapher*. A personal acquaintance of a number of years, with the officer of the O. of R. T.,

and during that acquaintance, having always found them reliable as to veracity, would as a matter of course, incline the writer to accept their statement in preference to that of those with whom we are unacquainted where other things are equal, and this without the slightest reflection upon *The Telegrapher* or the Brotherhood. The dispute so far as we are able to glean, resolves itself into one of assertion, those on the one side, asserting that the difference at St. Louis was one of the time required by the different organizations to make an operator eligible, the other asserting that this cut no figure but that it was a question of railway versus commercial operators. So far as we are aware, neither side has presented any tangible evidence in support of the assertion and both rest upon assertion merely. *The Telegrapher* asserts again that "the length of service was the rock upon which the negotiations split" and that there was not "a single line or word relative to the recognition of the grievances of the telegraphers not employed in railway service," and asserts that it will be no trouble to verify this statement. We probably need not say that if it is verified, it will materially change our opinion. It also asserts that the Brotherhood was not rejected by the Supreme Council because of its mixed membership; as to this we do not know; it was stated in the press dispatches at the time, that this was the reason and we have never seen it contradicted before. If the reason was because they were not united with the Order and that the Council said in substance "we want the telegraphers, but we want them all in one organization," was not the position of the Council a little inconsistent considering its membership? However, that "don't count" in the matter particularly. We do not know anything about the number of commercial operators who are members of the O. of R. T. and do not particularly care, for the reply of the O. of R. T. to this would probably be that they occupy the same position that many members of the Order do, who became members while employed as conductors but have since retired from the service. If the O. of R. T. accept members who are not employed as railway operators at the time of their application and acceptance, it is another thing and would be rather in the way of evidence on the side of the Brotherhood; we do not understand that this is claimed though. We freely admit that a large number, and perhaps fully the per cent claimed by *The Telegrapher* of the commercial operators graduated in a railway office but if they have left the railway service and are not now in the employ of a railway, they are not railway telegraphers, though fully qualified to be and we dissent from the claim of *The Telegrapher* that "it requires only the length of time necessary for him to walk from the commercial office to the railway station to make a railway telegrapher out of the commercial telegrapher," and we are not prepared to admit that the line between them is "purely imaginary." In one sense, it is only necessary for a superintendent to issue an order, to make a conductor of the general manager's nephew and it is only necessary for the engineer of a steam thrasher to walk to the round house to make him a locomotive engineer, but neither conductors or engineers will acquiesce in the propositions and the line between the stationary engineer and fireman is no more "purely imaginary" than it is be-

tween the railway and commercial operator. This also is not a material point at issue and we do not care to consume time and space in any discussion as to whether there shall be one organization of telegraphers which shall combine both or two which does not; we have an opinion as to which is the best, but it is their affair and not ours and we are only interested in seeing them prosper and in the removal of the present differences. It certainly will not be possible for any strike of railway telegraphers to succeed if the commercial men take the vacated places; there is no difference of opinion in regard to that and no room for argument and we do know that without organization on the part of the commercial operators, it would be impossible for any strike of railway operators to succeed, *unless* they were sustained by the other classes of employés. The assertion that "distinctive organization" has kept the Order of Railway Conductors outside the pale of the Federation," *may* be true, but we fail to see how and shall be obliged to ask *The Telegrapher* to explain the conundrum; does it claim that we should admit other than conductors to a conductor's organization? Again, if "distinctive organization" has kept the Order out of the Federation as at present constituted, there is not a member of the Order who is not ready to devoutly say, "thank God for 'distinctive organization'."

The Telegrapher says that the Brotherhood is ready to consolidate on the lines suggested by THE CONDUCTOR and pronounces it "imbecility unspeakable" that any one should suppose that because the operators employed by the Western Union, for instance, should strike, that it should be expected that the railway operators should strike. We agree with it, but if neither of the organizations of telegraphers provide for any assistance or protection for the commercial men, what inducement have they to join either? The laws of the different organizations of train service employés, provide for the recognition of grievances against or differences with railway companies only and it is with this distinct understanding that members who have left railway service retain their membership. We do not know, but we have supposed that the Brotherhood provided for a recognition of both commercial and railway troubles in its organization; if it does, it must have expected one of two things when it applied for membership in the U. O. R. E., either to give no protection whatever to its commercial men or to compel not only railway telegraphers but firemen, brakemen and switchmen to strike on account of the grievances of the commercial members of the Brotherhood, for the laws of the Council provide that when a grievance of one of its members has been approved and other means fail, it "shall officially direct the members of all the organizations represented in the council, to withdraw in a body from the service of the company" and if the Brotherhood was a member and the Council should approve any grievance of the commercial men, how long would it be before every organization would be involved? There may be a question as to whether the laws of the Council would permit it to take cognizance of any grievance except against a railway company but if they are so construed what benefit to commercial operators to be members?

Finally, if the matter of difference is solely one

as to the commercial telegraphers and the Brotherhood is ready, as stated by *The Telegrapher*, to surrender its organization upon the condition suggested by THE CONDUCTOR and claimed by the Order of Railway Telegraphers to have already been offered by them, there should be no difficulty in settling the whole matter "within two hours" at the coming convention of the Brotherhood, and we sincerely hope it will be so settled. No one should think from anything that we may have said, that there is any intent to reflect upon commercial telegraphers in any way; we have endeavored to express an unbiased opinion except as noted in the opening, to give preference to statements made by personal friends where there was conflict and no supporting evidence on either side. We thank *The Telegrapher* for its expression of confidence in our sincerity and assure it that it is appreciated.

—•— AU REVOIR GEORGE WASHINGTON.

It is not the purpose of THE CONDUCTOR to carry on a controversy with Mr. Howard or any other, particularly when the so-called replies are simply unfounded assertions and wild statements without even probability to sustain them. It is more than willing that its Toledo friend shall have the Mrs. Grundy satisfaction of the last word, and it will not in any instance descend to the fishwife custom of calling names in lieu of argument. In a recent number of the "organ" Mr. Howard says, that the statement that he offered to procure the admission of the Station Agents with a full vote after they had proposed that they should not be allowed to vote until their membership had reached a certain figure, "is a lie made out of whole cloth," and he asserts that Brother W. M. Mitchell, who is an officer of the Station Agents, and one of the railway commissioners of Kansas, voluntarily offered to sacrifice the Order if Howard and his associates would vote for their admission. To those who know both men, this will need no denial: two officers of the Station Agents will make an affidavit, if necessary, that Howard did make just the proposition to them that has been stated, and in the Toledo conversation referred to heretofore, Howard, in answer to the charge did not deny it squarely, but said to Clark, "do you take me for a fool;" Clark's answer was, "I have the evidence of two reliable men that you did make the proposition and I believe that you did." In a lengthy harangue in the "organ," some of which is too vulgar for the columns of THE CONDUCTOR, the gentleman complains because his veracity has been questioned, and says, that he can "prove everything to be a fact that I have ever said about the O. R. C. or any of its officers," but no proof is offered and none will be. He also indirectly denies that he was obliged to leave the service of the Coronado Beach Company, and states as proof(?) that its former president "has known me from childhood, and I can get anything he's got at any time;" and perhaps this is true, but it does not alter the fact, that after the Santa Fé assumed control of the Coronado Beach, they had no further use for Mr. Howard, neither does the statement that he has "worked on the Mackey system three different times," alter the fact that Mr. Mackey himself notified Mr. Howard that he must resign or withdraw from the B. of R. C.

THE RAILWAY CONDUCTOR has not said that Mr. Howard was "discharged" from either place; in a railway life of some twenty-four years, the writer has never known even a train master to be vulgarly discharged with one single exception: they are always permitted, as Mr. Howard was, to resign; better keep your "thousand dollars" for daily use George. The gentleman also says he is "Clark's friend whether he wants him to be or not;" Brother Clark has no objection to your friendship, but he objects to your misstatements as to his "full understanding," and that you have made propositions to him and so on; in fact if you are his friend, he has reason to pray for deliverance from his friends, and he wishes the readers of THE CONDUCTOR to know just exactly the status of that friendship through THE CONDUCTOR, and particular pains has been taken to note Brother Clark's approval of what THE CONDUCTOR has said in reference to yourself, so that you would be unable to deceive members of the Order of Railway Conductors by claiming, that "you and Clark are all right," and that THE CONDUCTOR does not represent Clark, and all that it says arises from personal feeling on the part of the editor. As to veracity, *is it not a fact that you made no less than two mis-statements in the conversation in the Boody House which were controverted by one of the gentlemen present, and which you were compelled to admit were false?*

The noteworthy feature of Mr. Howard's "reply" is that he does not touch upon the gist of the matters referred to in the last CONDUCTOR. He does not quote the conversation as requested by us, nor does he show where he has ever made a single bona-fide proposition of any kind, and when asked in this conversation, why he did not make a direct proposition in writing, he replied "I can't do that because Daniels will roast me in THE CONDUCTOR if I do." He was properly assured by Brother Clark on the spot, that Daniels would not do anything of the kind, whereupon he promptly found another excuse for failing to do what he has claimed to have done many times. His assertions that he has "made propositions" and that Clark would do nothing, neither accept nor propose anything is not true. THE CONDUCTOR states officially that Mr. Howard has never made any kind of a proposition, to the Order, but on the contrary has used no little ingenuity in dodging. With this *vale* Howard, and no more attention will be paid to his lucubrations unless some new misrepresentations needs uncovering.

CONVICT VERSUS HONEST LABOR.

The difficulty between the miners and convict laborers in the mines of east Tennessee culminated yesterday. The convicts and the troops sent to guard them were captured by the miners and their friends and shipped to Knoxville. Some time ago the men working in these mines struck because the company refused their legitimate demand for a coal-weigher. The Coal Creek Mining Company at once supplied their places with convicts. Since then the men have been in a deplorable condition. A week ago they addressed a petition to Governor Buchanan, begging him to protect them and their families from the introduction of this convict labor, which meant starvation for them. In response the

Governor took one hundred and twenty soldiers and two thousand rounds of ammunition to the scene and told the miners that he was there not to discuss the convict lease law, but to see that this law was not overridden. The troops have remained on guard over the miners until yesterday, when they were shipped away, as stated, by the miners and a large crowd of sympathizers. The troops, it seemed, sympathized with the miners, as did the merchants, farmers and other members of the community.

The Governor supported by the leading politicians, has declared that the law shall be upheld at any price, and has ordered the convicts returned to the mines and all the militia at his command forwarded there to protect them against the miners. The latter are armed and determined, and serious results are expected. It is the old story, men fighting for a chance to earn their bread and the majesty of the law interposing to prevent their efforts. This farming-out of convict labor is a disgrace to our civilization, making flesh and blood a mere commodity to be put upon the market at a price that means starvation to other human beings. Honest labor can not compete with convict labor. Here are these miners in Tennessee begging for the privilege of being allowed to work, and here are these convicts taking the bread out of their mouths, and those of their wives and children. But the convicts themselves do not reap the profits. These go into the pockets of the contractors, who farm out this labor with a disregard of the laws of humanity. When men become desperate at such a state of affairs, be it in Pennsylvania or Tennessee, then the cry is raised, "The law must be preserved," and the men go to the wall. And what then? Nothing. The men disappear to starve or steal, or work for the lower wages, and our coal barons protected by the tariff, grow richer as the years go on.—*Indianapolis News.*

THE LAKE ERIE & WESTERN STRIKE.

Again we are compelled to chronicle action on the part of employes and members of various organizations, that is deserving of censure and punishment; action which has a tendency to injure the organizations themselves and their influence in behalf of their members. We are not advised as to whether or not any members of the Order of Railway Conductors were engaged in this strike and what we say will therefore be without any personal bias or partisanship; it is highly probable that some of our members were interested, but we hope that they were not originally engaged in the strike, and that their connection was only from what we believe to be a mistaken idea of loyalty to their fellows; and that they were only drawn in by refusing to take out trains with orakemen who had taken the place of strikers.

The conductors and brakemen employed on the L. E. & W., as we gather from the press dispatches, had asked the company to pay them for over time, and were told by General Superintendent Hill that he could not decide the matter, but that it would be referred to General Manager Bradbury who was then away, immediately on his return which would be in about ten days; this the men refused, asserting that Mr. Bradbury was simply hiding from them in order to tire them out and thus defeat their request, and without notice the brakemen struck on one division and

were later joined by the conductors, while the strike spread from the one division to the entire road. We know nothing of the actual merits of the case, nor do we know anything of the basis for the charge that Mr. Bradbury avoided the men and a decision on their request, neither do we care, for admitting that everything alleged by the employés is true, they are still to be censured for following the example of the Union Pacific men at Trinidad, and the switchmen in many instances; they endeavored to settle their matters without delay and by what may be termed mob rule and failed, and were in the end compelled to return to work on virtually the terms that were offered them before they struck, and such injudicious strikes will do more to injure the cause of the railway employé than anything else that can happen. The crying need of all organizations is a vigorous enforcement of the present laws in regard to members engaging in a strike without first placing their troubles in the hands of the organization of which they are members; in other words for engaging in an unauthorized strike. We understand fully that it is at present, and without additional legislation, almost impossible to enforce these laws, and it is earnestly to be hoped that the next convention of every one of the different organizations will enact a law making it the duty of its members to immediately fill the places of any members who engage in an unauthorized strike, and making it the duty of the executive of the organization to see that such law is enforced. This will put a stop immediately to many if not all of the causeless and hasty strikes, and will immediately give to the organizations a much greater influence than can be obtained in any other way. The need for federation is not so much to combine the different organizations for offensive and defensive warfare as that can be brought about with much less trouble and expense than by a national alliance between the organizations, as it is for its restrictive influence on our own members and its power, when properly wielded, to prevent just such strikes as this one. Had these men made their request properly, given a reasonable time for reply and then, if it was not received, called upon the different organizations, we predict that the whole matter would have been satisfactorily settled without a strike and without the financial loss to both men and company. We are standing upon dangerous ground as labor organizations so long as we permit a few discontented men to inaugurate a strike, that from a small beginning will spread over an entire road, and the sooner we take steps to put an end to such a condition of affairs, the better off we will be. Section 9, Article XI, of the statutes of the Order, provides that "any member engaging in a strike not legally authorized shall be expelled on conviction thereof without further action," and it behooves the Order of Railway Conductors to enforce to the letter, this law, the violation of which it has condemned in others.

A CONSIDERABLE SNOW STORM.

The "organ" endeavors to disprove the evidence given by its own officers in the Supreme Council in regard to the membership of the B. of R. C., and claims that while it got only 2,000 copies of the law, it did not get enough and could not get any more although it paid for 15,000. Let us go

a little further into the records which show that the provision for printing the laws was that each organization should pay an equal proportion; there being four in the federation, this would be one fourth of the total cost for each. When the bill was presented, the Grand Chief of the B. of R. C. objected to paying one fourth because they only got 2,000. He was asked if they did not get all they wanted and answered "yess." To further prove their big membership, the "organ" says "the last insurance policy issued by the B. R. C., is number 12,532" and although "we do not claim to have that many members, as many of our members carry more than one policy," yet it expects readers to believe that it actually has over twelve thousand policies in force and in the neighborhood of eight to ten thousand members. When it comes to a matter of that kind of proof, we need not be behind as we have figures enough in our case to go clear across the column and the last certificate of membership in the Benefit Department of the Order was number 481,237 and this is no lie either for we have just finished numbering and issuing it on purpose to enable us to make the "statement." *The Monthly Balance* man is a liar too, according to the "organ," for it says Carr did not tell him they had any members at all. The policy of the "parody" is to "claim everything in sight" and once they get a man's name on their books or a division organized, that man is a member for life no matter how soon after he gets out and that division is a division no matter what happens. The CONDUCTOR can name at least sixteen or eighteen of the "divisions" claimed by them that have not been in existence for a long time, some of them over a year and some of them never held a meeting after the "organization." Every division that they have ever claimed to have organized is yet included in the list published in the "organ" though it gives itself away on one in a late issue where it virulently assails its late Grand Inside Sentinel who was an officer of the division at La-Grand, Oregon, when there was a division there but which was closed up some time ago. Bro. Patterson got enough of the B. of R. C., left it and became a member of the Order, hence the attack upon him. As an instance of the way they have of procuring members, a gentleman in Temple, Texas, was walking on the streets one day, with an officer of the B. R. C. division at that place. The conductor in question says, "he kept talking about his organization while we were walking along and pretty soon he says 'there, you're a member now.' I asked him what he meant, 'why,' says he, 'I have initiated you' and they have claimed me as a member ever since." Another conductor at Denison, Texas, was met one day and informed that he was a member. He replied that it must be a mistake as he had never applied for membership; "Oh, no," said the informant, "it's not a mistake; an application was made for you and it was voted on and you were initiated by proxy yesterday." Another instance is that it is claimed by members, that the "Majah" himself is a member, full-fledged; he is the conductor of "a organ" which makes him eligible. The gallant "Majah" still worries excessively over the expenses of the Order and thinks it is too bad that it should pay \$21,000 as he says, in salaries to its officers, although the actual sum is \$12,750 and as he writes the figures, he wonders what he would do did chance ever give him an opportunity

of handling the sum represented by them, which is doubtless, more than he ever has or ever will see in the course of his natural life, unless it is by looking through a bank counter screen and, imagining the result if he had the chance, he wanders off into general charges of dishonesty and corruption on the part of the officers of the Order and expresses surprise that conductors don't "take a tumble to building and protection fund schemes gotten up merely to extract more money to cover up shortages" and he "hopes they will" which we are fully prepared to believe; the gallant warrior hopes for many things that he is destined never to see. And he may be certain of one thing and that is that the Order not only pays its officers salary enough but pays it promptly every month so that they are not compelled to make a practice of borrowing a ten or twenty until they get back to the office and then forgetting all about it.

It undoubtedly "will continue to snow" though the snow is already too deep for the 12,532 policy holders and these *chevaliers d'industrie* who are trying to lead them through the drifts.

To you too, though, dear "Majah" we must say farewell; readers of THE CONDUCTOR are now well acquainted with both yourself and your associates, and its columns are too valuable to be used hereafter in rescuing you from the waters of Lethe.

—•— "FORCING OUT THE TRUTH."

It was proclaimed all over the country that at the meeting of the Supreme Council, when the application for admission to the Council of several railway organizations were presented, Col. Geo. W. Howard, the able chief of the Brotherhood of Railway Conductors, made proposition to the officers of these organizations, offering to vote for their admission if he (Howard) could be taken care of. Such charges were not worthy of notice, for those who know the man, know that Grand Chief Howard would be the last in the world to ask anybody to take care of him. Now, notwithstanding the fact that Bill Daniels' organ has made the most of this alleged offer by Howard, Grand Chief Clark, of the O. R. C., finds it necessary to come out in an interview and deny that Grand Chief Thurston of the O. R. T. ever told him that Howard had made any such proposition to him, and Mr. Thurston also publishes a statement to the same effect — *Toledo "Organ."*

More of indirect falsehood could not well be contained in the same number of words than is contained in the above, and it is well captioned "Forcing out the Truth," for the "organ" has a pernicious habit of forcing the truth entirely out of its columns and replacing it with falsehood and misrepresentation. THE RAILWAY CONDUCTOR has never stated that any proposition was ever made by Howard to the officers of the O. R. T.; the statement was made by *The Ft. Wayne Telegrapher* that Mr. Thurston had told Bro. Clark that a proposition had been made, that Howard would secure the admission of the O. of R. T. if they would vote against the admission of the Order, its editor undoubtedly either knowing something of the truth or else mistaking the organization. THE CONDUCTOR did and does now, state that Howard did propose to the Station Agents that he would secure their admission to the Supreme Council with full voting privileges, provided they would vote against the admission of the Order. We received this information from Bro. Clark, who is fully convinced of its truth and who so told Howard in the presence of witnesses recently, and he received his information from the two officers of the organization to whom the proposition was made and both of these officers will make affidavit to the fact if desired by Bro.

Clark. Since then, in their own publication, *The Monthly Balance*, these officers reiterate their statement. Bro. Clark when asked by an associated press agent, did deny the statement of *The Ft. Wayne Telegrapher* that Mr. Thurston had told him anything of the kind and to the same agent Mr. Thurston also denied having told Bro. Clark anything of the kind. Mark the fact, that in both cases the denials are not that Howard made the proposition, but that Mr. Thurston had told of it. Since that time however, Mr. Thurston has told of it and the fact is that Howard did make such a proposition to Mr. Thurston in the presence of a reliable third party who will testify to it. So much for denials; we should not have mentioned this latter fact if the Toledo "warrior" had not wilfully misconstrued what was said by Bro. Clark into a falsehood, and it should be distinctly understood, that Mr. Thurston told no one of this proposition until after the charge was made. THE CONDUCTOR is not an organ, "Majah"; the only "organ" that we know of is the one of the "barrel" variety of which you are conductor. As to Howard's being "taken care of," we are indebted to Bro. Clark for the information that a person, who by the way is thoroughly reliable, but who will not be named without his own consent, made to him a proposition "to take care of Howard." We imagine there will not be much question with members as to veracity when it is between the "Majah" and "Col." Howard on one side and Bro. Clark on the other.

—•— ONCE MORE "THE CLUB."

THE RAILWAY CONDUCTOR for August contains a four column article on 'The Railway Employees' Club,' and it is evident from the tone that a dozen lines of nonpareil would have explained all that the writer knew about his subject. The Railway Employees' Club is an established fact and in Minnesota there are enrolled thirty thousand members (this is not B. R. C. count). In Illinois, Missouri and Kansas, clubs are being organized daily and it is our hope that within sixty days that there will be a score of clubs in old Nebraska. It is a splendid thing for everybody connected with a railroad and there has been no attempt to hide the fact that the corporations are to be benefitted by a move of this kind by employees. As soon as the Omaha club is thoroughly organized we shall take pleasure in showing THE CONDUCTOR what an advantage it has been to every man in the service, and it is expected that every employe in the state will join in the move. — *Railway News-Reporter.*

THE RAILWAY CONDUCTOR freely admits that it does not have a monopoly of information and intelligence and that a "dozen lines of nonpareil" might explain "all that the writer knows" not only of the Employees Club, but of many other things. It is, however, partially comforted by the fact that it is not absolutely companionless in its ignorance and on the principle that ignorance, like misery, loves company, it feels a gleam of satisfaction in noting some of its contemporaries. We are always ready to learn, though, and will sit at the feet of this Omaha "Gamaliel" and patiently endeavor to assimilate the words of wisdom which he may vouchsafe to us, but, why wait until "the club is thoroughly organized?" Why not show some of its advantages now? It has been organized in Minnesota for a couple of years and the organization there should be "thorough" enough by this time to show some of its benefits, and inasmuch as Messrs. Thorp and Perry spent nearly half a day in this office and Mr. Thorp a whole evening in a public meeting, endeavoring to show its advantages, without convincing either the writer or a single employe who

attended the meeting, we are forced to the conclusion, that either the employes here as well as the writer are impenetrably dense or the advantages are not easily shown, and while the writer may be too stupid to understand, he is convinced that some of those who listened to Mr. Thorp are not. THE CONDUCTOR, too, has a habit, perhaps a foolish and ignorant one, of requiring some evidence in support of assertions before being convinced, and when the *News-Reporter* states it as a fact, that "in Illinois, Missouri and Kansas, clubs are being organized daily," we ask Bro. Honin to name a single club in either of the three states that is in existence at this date, and has any connection with this "Railway Employes Club" of Minnesota, and we assert that there isn't a single one. We are aware that about a year ago an attempt was made to organize in Chicago, but it was thwarted by the exposition of the Club given by the *Switchmen's Journal*, and we are also aware that there has been a separate effort to organize the employes in Illinois, but it has not been successful. We also know that there is an effort to organize the railway employes of Kansas into a political organization, but it is entirely separate and distinct from the Minnesota organization and we know further, that the single result of antagonizing the Farmer's Alliance in Kansas, was the defeat of every single thing that was asked for by the railway employes; perhaps though, this is one of the "advantages." In Missouri there has as yet been no effort for such an organization, and we do not believe the employes of that state, with the experience of last winter before them will be foolish enough to undertake anything of the kind. They went to work last winter, or a part of them, through their own organizations, co-operated with, instead of antagonizing the farmers and as a result, they obtained almost all that they asked and succeeded in placing upon the statute books some valuable laws, and if they do not "kick over the dish" by following the example of Kansas and Minnesota, they will get more.

When Bro. Honin gets his "twenty thousand employes" fully and "thoroughly organized" in the state of Nebraska, with the "forty thousand votes" which they are to control, and finds himself and his "clubs" opposed by a hundred thousand farmers and shippers, what will he do? It may be that when this is accomplished, it will be "a splendid thing for everybody connected with railroads," but until there is something more than Brother Honin's statement that "it is," we shall doubt it, and we believe, that before it is accomplished, many of the employes will see the folly of it, as the most of the Iowa employes already have, and decline to be led into the trap.

By the way, Bro. Honin, when "the Omaha club is thoroughly organized," and you are ready to demonstrate the "advantages," please don't forget to explain the object and "advantages" of the following from the laws of the organization which was commented on by Bro. Clark in THE CONDUCTOR for November 15, last year.

"SECTION 1. It is accepted and understood that any and all members, in consideration of the benefits received from this association, do waive all gratuitous claims or contributions from any railway company for injuries received wherein said railway company is not legally liable."

Quoting from Bro. Clark, "one little word ex-

presses our opinion of the whole scheme; "Rats," and if the employes of Nebraska ever get themselves "thoroughly organized" into this club, they will find they have simply given to others a "club" with which to hammer them.

CORROBORATIVE TESTIMONY.

If G. W. H. has never heard the "parrot story," he should get some one to tell it to him immediately and profit by the experience of the parrot if not by his own. He says, "I am a pretty good single-handed talker myself," but it does not seem to have occurred to him that there is such a thing as talking too much. The statement made by THE CONDUCTOR that Bro. Clark was asked to make a pledge that the Order would "take care of Howard" receives unexpected confirmation from the September *Monthly Balance*, in which Bro. Sears tells some more of the sayings of Howard at Chicago, as for instance: "Howard told the writer in Chicago last June that if he was whipped in the fight he was making in the Supreme Council, the Brotherhood of Conductors was whipped; if he went down, the Brotherhood descended. His entire fight against the Order of Railway Conductors was made to secure a fat thing for George Washington Howard and had Grand Chief Conductor Clark of the Order of Railway Conductors with his associates agreed to take care of George Washington Howard the terms of a consolidation would have been agreed upon right there." And again, "When at Chicago last June, Howard was endeavoring to entrap the representatives of the Brotherhood of Station Men into a league with him against the Order of Railway Conductors, he asserted not once but many times, that the O. R. C. would never be allowed a representation in the United Order of Railway Employes, bluntly saying he would break up the federation before such an event should occur. He was crazy to be able to say that the Order of Railway Conductors had been refused admittance to the Council, but Grand Chief Clark is much shrewder than Howard and withdrew the petition of his organization, thus virtually expressing his contempt for the federation as it was then manipulated, and by a single stroke placing his enemies in the position they had endeavored to put him."

At the recent convention of the Railway Employes Clubs at St. Paul, the following resolution was adopted:

Resolved, That we form a state central committee, which body shall be composed of one member from each division of the Brotherhood of Locomotive Engineers, Order of Railway Conductors, Brotherhood of Locomotive Firemen, Switchmen's Union, Brotherhood of Trainmen, Order of Railway Carmen, Track and Bridge Association and each local club of railway employes. The duties of this central committee shall be to take charge of all matters of state prominence that affect the welfare of railway employes and disseminate information for guidance of the different organizations throughout the state, with a view of securing a united and successful issue of any point found necessary for the protection of the employee.

It is certainly refreshing to learn that modesty has not prevented The Club from arrogating to itself the privilege and authority of appointing a legislative committee for the Order, the B. of L. E. and other organizations, but it is just possible that some of them may resent such an impudent assumption and appoint their own committees for legislative as well as other purposes.

THE RAVENNA DISASTER AGAIN.

A correspondent writing from Chicago to the *National Federationist* over the signature of "Justice" states that the refrigerator cars in train 82, which ran into the rear of train 8, at Ravenna on the Nypano, causing a terrible loss of life, were all equipped with air brakes and that the train hose was taken off by Swift & Co. at Kansas City and hung inside the cars to prevent the use of the air brake while the cars are loaded with their meat, alleging that the use of air on them, with cars behind on which air is not used, jars down and injures the meat. "Justice," while he may be right as to the general practice with air brake refrigerator cars loaded by the above company, is entirely wrong as to this particular train. The cars in this train were not equipped with the air or any other power brake, and consequently no hose could be taken off. The train was handled exclusively by the old fashioned "Armstrong" brake, operated presumably by inexperienced men, as it is the avowed policy of the company as openly expressed by one of the trainmasters to employ no man who has ever been employed as a brakeman before, the idea being to infuse "new blood" into the train service. It is alleged that the head brakeman had three brakes set before the engineer shut off steam, and that the other men also had brakes set, but that being "double connected," that is, brakes on eight wheels instead of four, they would not hold. A brake on eight wheels of a freight car that is in order is just as much better than on four only as on passenger coaches. The probability is that the "new blood" did not set any brakes and that the real responsibility for the accident is with the company; first, for permitting a freight train with the same speed rights as the fast passenger train it was following, to follow it so closely, and, second, for permitting such a train to be run with "new blood" and inexperienced men for brakemen. The writer does not know that this train 82 was manned by inexperienced brakemen, but he does know the avowed policy of the company, and from that the inference is direct that this train may not have been as well manned as it might have been. Had this train 82 been a passenger train, it would have been required to keep ten minutes behind No. 8, but as it was only a freight making passenger speed, it did not matter if it followed within four or five minutes. If the brakes on the train were *not* in good condition and the train was properly manned by experienced brakemen, we do not see that it changes the responsibility very much, for ordinary people will think it not exactly the thing to permit a heavy freight train to run almost in sight of a passenger train without even ordinarily good hand-brake facilities.

If it is the practice of meat shippers to disable air-brake cars so they cannot be used, it would seem that it is something that needs attention. Will some of our readers in Kansas City or Chicago, who are in a position to know, please give us some information as to this point?

SIDE SHOWS IN THE WORLD'S FAIR.

It is announced that no side shows are to be admitted within the Exposition grounds. The Directory has decided that the entrance fee shall

entitle the visitor to see everything within the inclosure and in the same paragraph it is also announced that there will be, however, several theatres built and kept running, at which the finest talent in the world, it is expected will appear, and visitors who choose to attend the performances will have to pay an admission fee. Such sights as "A Street in Cairo" will be free, but natives of oriental countries in a few cases will be allowed to charge a small fee to special performances of a theatrical nature. These theatres should be outside the grounds and "natives of oriental countries" who wish to give performances and "charge a small fee" should also be required to do so outside the grounds or else the managers should not announce that the entrance fee will entitle visitors to see everything in the inclosure.

It will be bad enough to permit the Exposition to be made a matter of speculation and the visitor find himself confronted with a demand for an additional fee every few yards after entering the grounds, whether it be to see the finest theatrical talent in the world, performances by natives of oriental countries or the performances of the native fakirs of Chicago, but it is worse to use deception in the matter and assure people that one fee admits to all when it does not. Nothing with an admission fee should be permitted within the grounds.

THE TRAINMEN'S CONVENTION.

As a rule, THE CONDUCTOR does not intend to meddle with the affairs of other organizations nor interfere with their management or their selection of officers by intrusive and perhaps unwelcome advice; but it cannot under present circumstances, believing as it does, that it is a matter of interest to every railway employé in the land, refrain from expressing the opinion that the coming convention should heartily endorse its grand officers. THE CONDUCTOR does not approve the action of Bro. Wilkinson and his associates in the Northwestern affair and believes that when they approved or permitted any secret agreement with the officers of that company, they made a grievous error, but we are free to admit that the circumstances were such that the wisest might have erred and that this error is not to be compared with the wilful and open violation of law by others. The Trainmen cannot afford, at the bidding of the S. M. A. A. and the B. of R. C., to throw overboard officers who have labored solely for their own members and the integrity of their own organization; they can and should provide for definite action in future similar cases and express their opinion as to what has passed, but they must, to retain the integrity of their own organization, sustain their grand officers in the war that is being made upon them by others and continue them in their present positions.

Brother L. S. Hough writes us from Colton, California, where he is employed on the Santa Fé, that the only amusement of any kind that he has witnessed since located there was a recent ascension and parachute jump by a young lady. We would suppose that there would be no difficulty in getting a band of Mojave performers to give a circus almost any time. We are glad to hear that Roy is on deck and well, though.

MENTIONS

The secretary of 108 wishes to hear from or of Brother J. W. Bullock. Can any reader aid him?

**

For the past few weeks it has become almost a daily occurrence for the papers to report a train robbery.

**

The *Trainmen's Journal* takes the same view of the L. E. & W. strike that is expressed by THE CONDUCTOR.

**

At Altoona on the 5th and 6th was held a large and enthusiastic union meeting, of which no detailed account has yet reached us.

**

The clam-bake of Middleton Division No. 104 was a success in every way, being attended by between 2,500 and 3,000 people.

**

It is said that the junior member of the Trustees is willing to swear, that six mile creek is at least ten miles from Port Arthur. How is it F. J.?

**

The secretary of Lincoln Division No. 206, wishes all absent members to send him their addresses immediately. A word to the wise is sufficient.

**

We are under obligations to several friends for a prompt response to our request for back numbers and take this occasion to say that we are now fully supplied. Many thanks to all.

**

We have just learned that Brother J. M. Stearns, secretary of Division 56 was severely injured some weeks ago and has been confined to the hospital, only recently being able to return home.

**

We are glad to note the prosperity of our friends of the "pick and scoop." The Brotherhood of Locomotive Firemen now number over 23,000 and gained about 6,000 during the past year.

**

Brother E. S. McCarthy has been appointed General Manager of the St. Louis, Cape Girardeau & Fort Smith Railway and has the sincere congratulations of THE CONDUCTOR. Brother McCarthy is a member of 97.

**

Brother Jeff L. Finley wishes to learn the address of A. F. Fields, formerly a member of El

Paso Division No. 69; anyone knowing it, will confer a favor by advising Bro. Finley at 159 Kinney avenue, Dallas, Texas.

**

The Louisville *New Era* quotes from THE CONDUCTOR its opinion as to Chairman Brice, the democratic party and the convict labor troubles at Briceville, Tenn., but forgets to acknowledge that it is borrowed.

**

Kakabeka Division No. 286 was organized by Brother F. J. Dorsey, August 20th, with 621 charter members. The organization is a fact if the statement as to charter membership is, like those made by a contemporary, "a little off."

**

We regret to note from the last *Switchmen's Journal* that Brother Simsrott has been having a siege of typhoid. He is recovering rapidly and expects to be at his desk before this reaches our readers. We sincerely hope his expectation will be realized

**

In the offer made on page 475 of this number, of the *Cosmopolitan*, Grant's Memoirs and THE CONDUCTOR, an error was made in stating the price of the Memoirs; it should be *fifty* instead of thirty cents and the price for the three is \$4 50 instead of \$4 30.

**

On August 19th, there departed this life a respected citizen of Corning, N. Y.; Thomas Maleady; father of our well known Brother and present Grand Outside Sentinel R. E. Maleady. Brother Dick will have the sympathy of a host of friends in his bereavement.

**

A circular just received advises us that Brother Frank E. Ketchum has been appointed general agent of the "Soo" and the D. S. S. & A. roads with office at Sault Ste Marie. Frank is a "rustler," and will take care of the interests of the roads he represents.

**

The mother of J. B. Culberson, formerly a member of Britton Division No. 138, at Garrett, Ind., wishes information of his whereabouts, and any one who can give any information in regard to him will confer a favor by sending it to Brother J. H. Latimer, Atlanta, Ga.

**

Rumor has it that Brother H. S. Reardon will be appointed superintendent of transportation of

the L. E. & St. L., to fill the vacancy caused by the resignation of G. K. Lowell. The company cannot make a better selection, and we hope to receive a notice of the appointment before this goes to press.

**

A song that, if the music is equal to the words, will touch every heart, is "The Open Switch," by Cy Warman, of the *Western Railway*, the words of which are given in this number of *THE CONDUCTOR*. The price of the song is fifty cents and orders may be sent to D. Field & Co., Denver.

**

Brother O. H. Barron, one of the popular passenger conductors on the T. & P., is gathering buckeyes in his old home for thirty days, while Brother George Farnham officiates for him. Brothers Reeves and Hobart are attending to business as usual and will look after George while O. H. is away.

**

Superintendent Safford, who went to the Monon with General Manager Black, leaving a good position with the Pennsylvania, is one of those who are out on account of the change in the Monon management. Mr. Safford by courteous treatment of the employes won their esteem, and will be followed by their best wishes wherever he goes.

**

Bro. W. H. Stonehouse, the author of the communication in the May 1st *CONDUCTOR* on Iowa railroad legislation, has been rewarded by being quietly "frozen" out of the service of the "Q" on account of his membership in the Order, and it is thus that railway companies "remember" services.

**

The Indiana legislature failed to enact a "co-employe liability law" but they did one good thing in enacting a law punishing any person for wearing the recognized badge of any secret society of which he is not a member. Hereafter in that state, anyone not a member of the Order who wears its emblems can be punished by a fifty dollar fine on conviction.

**

W. C. Brown of DeSoto Division No. 241, has long "wanted the earth" and now he's got it; at least he has the Globe, a first class hotel at Jonesboro, Ark., Bro. Brown is employed on the St. L. & S. W. railway, but finds time to overlook the hotel business and see that it is conducted in such a manner as to give complete satisfaction to all who call.

**

Notwithstanding the desperate resistance made by the U. P., the Rock Island and Milwaukee trains are now running into Omaha over the U. P. bridge. Railway employes are somewhat interested in the matter because of the additional employes that will be required to handle the new trains that will be run by the Rock Island between Omaha and Denver.

**

The dispatches announce that Geo. K. Lovell, of the Mackey lines is to go to the New Monon. This of course means Geo. Lowell instead of Lovell, and if the report is correct, we believe

Mr. Collins is be congratulated on his choice of an assistant who will be remembered by many of the "long horns" as a conductor on the "Sunset" in '80.

**

The *Elmira Telegram* gives an excellent portrait, (for a newspaper cut.) of Bro. Joe York who has passed the most of a long life on the rail but has now retired and taking life easy in his cozy home at Meadville, Pa. He is seventy-three years old and has seen fifty-three years of actual train service and expects to be at the world's fair with the "Grasshopper" an old engine which he fired and ran in 1837.

**

During the past ten years, quite a number of division treasurers have proved faithless, but in no instance heretofore has any other punishment been inflicted than expulsion from the Order. We are glad to note that Division No. 146 is an exception to the rule and that they propose to inflict the legal penalty on their treasurer, who has proved a delinquent. A few instances of prosecution might have a good effect.

**

A grand union meeting of the "Train Service Brotherhood," the B. of L. E., B. of L. F., B. of R. T., S. M. A. A., and the Order, will be held at Columbus, September 20th, under the auspices of the local bodies of the above organizations, and members are urged to attend. We wish them success and are confident that it will result in benefit to all who attend, as well as to railway employes generally.

**

Another gallant war was that of the switchmen at Peoria, who struck for the removal of the yardmaster; it made another of the list of grievances which can be presented against railway employes' organizations and is another instance of willful violation of law. After a few days of idleness, inflicting damage to themselves and the company, the strikers were glad to return to work under Yardmaster Bell.

**

The *Kansas City Evening Times* places before its readers the well known and smiling countenance of Bro. Er. S. Jewett, who needs no introduction to the readers of *THE CONDUCTOR* in the southwest or the old timers on the "Q," and pronounces him one of the "big chiefs" in the republican ranks in Kansas City. Brother Jewett is and has been for many moons past the southwestern agent of the Missouri Pacific.

**

It is alleged that a large number of ticket agents through the east have accepted commissions on ticket sales in violation of instructions. A feature of the matter which illustrates the fine sense of honor of some railway officers is the statement that the commissions have been paid by roads which are now "boycotting" the Alton for paying commissions, and the probability is that the roads which paid the commissions, have reported the agents to their employers.

**

As we write, news is received of the untimely death of Brother C. M. Beilharz, an officer and prominent member of Bucyrus Division No. 193.

of the Order, whose mortal remains were consigned to the tomb, Sunday, August 30th. The B. of L. F., B. of R. T. and the Order were represented as organizations, the arrangements being in charge of the Knights of Pythias, of which Brother Beilharz was a prominent member.

* *

The many friends who, according to the *Switchmen's Journal*, are earnestly hoping for the death of "Bill Daniels," should remember that usually it is only the "good that die young," and "Bill" is not particularly "old," except in the "great mind" at Toledo. We are anxious to accommodate as far as we consistently can, but, then, Brother Hall, you are right; we "won't die," that is, if we can help it. That is a little too much to ask.

* *

Brother Hall, of the S. M. A. A., "gets back" at the Northwestern with a ten strike. After quoting from the recent annual report of that company, he quietly remarks that it "speaks well for the switchmen under whose management such a creditable showing was made." Those who have read the charge of the officers that the switchmen in their employ have virtually managed the road for the past two or three years, will "see the point."

* *

The disaster record has been added to by the terrible plunge of a train off from a stone arch bridge on the R. & D. near Statesville, N. C. The cause of the accident is given as spreading of the rails, but it is also said that it is thought the track had been tampered with. Some twenty persons were killed and a number injured; among the former were the engineer, fireman and baggageman. Every person in the sleeper was instantly killed, which is a very unusual occurrence.

* *

A man who, in a quiet, unostentatious way, has done not a little for the cause of railway employes, is Mr. W. H. Ronemus, of this city, the originator of the Brotherhood of Railway Carmen, which held its second annual session in Pueblo last month. Mr. Ronemus has been the executive of the association since its organization, but declined a re election, and W. S. Messemer, of St. Joseph, Mo., was chosen. Mr. Ronemus reports a pleasant meeting and thinks the future of the organization is assured.

* *

Miss Lura E. Brown continues an interesting account of the late trip through the southwest in the columns of the *Arkansas Press* and the last issue brings us to Galveston. Nothing seems to have escaped the observation of the writer and the only room for criticism is something that is easily forgiven; the inclination to a little flattery of members occasionally. Each succeeding instalment adds to the regret that we have been unable to steal the entire article and give it place in THE CONDUCTOR.

* *

President Moffat of the D. & R. G. has resigned on account of a difference of opinion between himself and the directors, the latter insisting on placing the financial department of the road in the hands of a controller, and later comes the

report that General Manager Smith has also resigned, in sympathy with Mr. Moffatt. We know but little of the latter, but the employes will certainly regret the resignation of Mr. Smith, than whom a fairer railway manager does not exist.

* *

The recent death of Hon. W. L. Bragg, and the resignation of chairman Cooley of the Inter-State Commerce Commission, has created a rush of applicants for that position. President Harrison has an excellent opportunity to do a graceful thing in recognizing the army of railway employes in the United States by appointing one of their number to this place, and at the same time to advance his own interests materially, but it is not at all likely that he will do it. Some politician who is "out of a job" will be appointed.

* *

It is reported that in a recent race "to beat the record" made by a special train on the Bound Brook, that a mile was made in 39½ seconds, which is at the rate of something over ninety miles per hour, while ten miles were ran at the rate of 43 seconds per mile. The race was made as the result of a discussion on speed between President McLeod, of the P. & R., and Mr. Singerly, of Philadelphia, over the wine at a dinner in that city of brotherly love. At the present time, therefore, the P. & R. holds the belt for two things, fast time and ill treatment of employes.

* *

Press dispatches state that the new wage schedule for conductors and brakemen made by General Manager Bradbury of the L. E. & W. provides for an increase in the pay as well as pay for overtime. It is to be hoped that the strikers will now see the folly of their late action for, while they may claim that if it had not been for their strike Mr. Bradbury would not have made the new schedule, if they had proceeded regularly and in order there would have been no question as to their final success and as it now is, Mr. Bradbury has decidedly the best of it.

* *

Some idea of the estimation in which D. B. Robinson is held by not only the employes of the A. & P. but the citizens of Albuquerque may be gathered from the reception which was given in his honor on the occasion of his leaving there to assume the duties of general manager of the Aransas Pass, it being one of the largest gatherings that ever occurred in the territory. We regret that we cannot give a full account, "Adobe" which rather peculiar "nickname" among the employes, comes from the initials D. B., has not only the respect but the esteem of all who know him.

* *

The collapse of the gigantic fraud calling itself the National Capital Loan, Building and Savings Society of Chicago, has been noted in the public press recently and has caused considerable distrust of building and loan associations generally, but such distrust is without foundation, if those who wish to invest will use just a little judgment and care in selecting the company. This fraudulent bubble was not a building and loan association at all, and its extravagant promises alone

should have caused distrust. There are a number of reliable companies which are perfectly safe, and of them none are more reliable than the two whose advertisements appear in this number of THE CONDUCTOR.

"The application of the Order of Railway Conductors was withdrawn because the managers of that Order, first, had no sincere desire to harmonize the two conductors' organizations, and, secondly, because the managers of the O. R. C. know that with Wilkinson and his associates expelled from the Council, they could not control the federation, to vent their pent up wrath against other organizations, and possibly to engage in other affairs similar to that of the Chicago & Northwestern."—B. R. C. "organ."

With this reliable information, members of the Order are themselves solely to blame for any trouble from the traitors hereafter, if they don't immediately hang Clark, Wilkins and Garretson and turn the remains over to the "Majah."

A book that will be of interest to every railway employé in the United States is now in preparation and will soon be issued. It contains the laws of every State in the Union in regard to the liability of railway companies to their employés for injury, including those enacted this last winter; together with a careful collection of all supreme court decisions on the matter. It is written by Mr. Addison J. Penn, of the Iowa bar, and is a carefully prepared little volume that should meet with the approval of railway employés. It will be bound in cloth, suitable size for the pocket, and will be sold for fifty cents.

"Al" Vannaman, the man who for a number of years past has been trying to drain Lake Michigan, is in his glory once more. If there is anything that Al likes better than any other thing, it's to have a good old fashioned "scrimmage" provided he has a vantage of right on which to stand. He is a member of the County Board of Supervisors for Milwaukee county and is accused of "ungentlemanly dealing" because he objects to the payment of excessive charges in bills presented against the County by another Supervisor. Such "ungentlemanliness" is characteristic of Bro. Vannaman.

The *Western Railway*, in noticing the fair and lottery of New Haven Division No. 1, "independent" Order of Railway Conductors, gives it the title of "a new order," and thinks it should "command the approval of the public" and secure a "liberal patronage." Bro. Warman must have changed his opinion since New Haven Div. No. 201 of the Order, "resolved" itself into Division No. 1 of the "Independents," and appropriated our property and our name as near as they could.

We guess though that Warman simply copied from *The Railway Age*, and inadvertently omitted to credit, and he probably kicked himself pretty thoroughly as soon as he learned what he had endorsed.

Same old story, rail loosened, end pried out, fast train due, terrible wreck imminent, heroic tramp flags train which stops but a few feet from

the perilous point, tramp rides in parlor car, accepts purse from passengers whose lives he saved and the *Indianapolis News* in telling the thrilling story, remarks that "the presence of the tramp at that particular point along the track was most opportune." Yes, it was; opportune for the tramp; he got a ride and "shekels" but then the *News* should consider that if he had not been "at that particular point along the track" he could not have loosened the rail there. If instead of donating dollars to these heroic tramps, they were kicked off the right of way, there would not be so many "narrow escapes."

Report has it, that in order to keep the Union Pacific out of the hands of a receiver, Jay Gould has been compelled to relinquished control, and that the only terms on which the necessary cash, to meet its obligations could be found, was by conceding to J. Pierpont Morgan, who will be remembered by some as the host at a celebrated dinner given in New York where watches and purses were safe, but railways were not, the privilege of naming the president; and it is further stated that Dillon will retire and Samuel Spencer will be the president. For a road with the earning capacity of the U. P., it is somewhat singular that it should be in financial straits so often and gives room for speculation as to where the money goes.

Brother Ward, the efficient secretary of Claude Champion Division No. 227, sends us notice that a fellow calling himself H. C. Hall, who claims to be a member of the Order and to have been injured on the southwestern division of the C. R. I. & P. R'y., has been canvassing the business men of Lincoln for advertising to be printed on the cover of the by-laws of the Order. He had some covers printed which gives the title as O. R. C. By-Laws, Assembly 1704, Lincoln, Neb. This of itself stamps him as a fraud and he will probably try to work the same game elsewhere. Brother Ward headed him off in Lincoln by publishing a notice in the daily papers. He is a young fellow about twenty-five with dark hair and mustache. Look out for him.

A "Friend of Collectors" seems to feel bad over what THE CONDUCTOR has had to say of collectors, judging from a communication in the *Western Railway* in which he tells how good collectors are, and how bad the conductors and trainmen are, and how he thinks that "thirty days will have a good effect on them;" charges that all of the traveling public who oppose collectors are those "who have been the recipients of favors from conductors," and indirectly, that all who oppose the system are dishonest. Such argument is convincing of course and can't be controverted and we won't try; but when this or any other "friend" presents anything in the way of evidence to show that anything THE CONDUCTOR has said is untrue, we have something further to say.

Brother Sears, of the *Monthly Balance*, endeavors to criticise the article in the July CONDUCTOR on legislation, and in doing so, partially at least, misrepresents our position. Space prevents

further reference now, but we hope to notice it and a number of other things, which are crowded out of this number, hereafter if possible, and if the press of other matter prevents any further notice, the "logic of events" in Kansas will certainly reply fully for us and emphasize the notice given the railway employes of Kansas last winter. There is no use in a hopeless minority trying to defeat the organized majority by organization. If Kansas employes are not careful they will deprive themselves of their present representation on the railway commission of that state.

When the public was first presented with an illustrated magazine for \$4.00 and a weekly at \$2.00 it was thought that great progress had been made in giving much for little. What must be thought then of a proposition which gives a magazine like the *Cosmopolitan*, the rival of the best of the \$4.00 magazines, a magazine of 64 pages, closely printed like THE CONDUCTOR for \$1.00, and then to cap the climax, throws in for 50c the publishers' regular subscription edition of a copyright work like Grant's *Memoirs*, sold at \$7.00; not a cheap reprint, but on the best paper, handsomely bound in cloth, green and gold, in every respect the same edition as has hitherto been sold at \$7.00—\$4.50 (not including postage on *Memoirs*) for the entire combination. Such an offer constitutes an event in the history of book publishing. It has never been done before, and probably will never be repeated, unless some of the older magazines should likewise aspire to build up their circulation to half a million copies.

We find the following "link" in the last B. of L. E. Journal; "We deem it advisable at this time to inform our contributors that articles sent to the grand office for publication in the *Journal* touching upon the subject of General Federation will in the future be consigned to the yawning waste basket. The Pittsburg Convention provided a law whereby those who desired it, might enter into a system of Federation. We believe the space devoted to this subject can be utilized in the future to other matters of greater fraternal interest."

As the Grand Chief Engineer has lately decided that owing to the fact that the system of federation proposed by the B. of L. E. was not accepted by the other organizations, the action of the Pittsburg convention was void and that members of the B. of L. E. could not federate at all, it looks as if there might not be a perfect understanding between the editorial and executive departments of the B. of L. E.

The Board of Trustees of the B. of L. F., having canvassed the letter ballot of the lodges on the question of the erection of a building, announce that the project has failed to carry, it requiring a two-thirds affirmative vote to carry it while the vote was about even. It is thought though, that the next convention will take the matter up again and that it will then be adopted and the erection of a building provided for. Omaha, Neb., offered the largest bonus for the location in case it was decided to build. We sincerely hope that the firemen will decide to build and are sorry that the project has failed now, though we have some little hope that the Order may yet be the pioneer in the actual erection of a

building as it has been in the discussion of the subject and that we will not permit the firemen to be ahead of us

In the August CONDUCTOR, in noting the appointment of Mr. R. B. Campbell as superintendent of the B. & O. we quoted from the Marion, (Iowa) *Sentinel* but negligently gave the credit to the *Register* of the same place. To those acquainted with the papers, the error is apparent for Capt. Rathbun of *The Register*, has never been in railway service.

A "sea serpent in the air" is what frightened and excited the citizens of Crawfordsville, Ind., recently, the animal or reptile having been seen by two credible witnesses, one of them a minister, hovering over the town about midnight on two successive nights; the monster was said to have been thirty or forty feet long, something in the shape of an immense lizard with horns, tail and fins. Of course there were not wanting those who mildly intimated that this apparition was the result of mixing beverages and a letter written from the Keeley Institute for Inebriates, at Plainfield, to the minister, stated that patients at that institution frequently saw just such monsters with all the accompaniments of horns and tails, but that a few days treatment put them "out of sight" and advised him to give it a trial. The fact that Beveington's new air ship is tied down at St. Louis by a mortgage, has probably prevented that gentleman from being accused of frightening the Crawfordsvillians and it is now said that the apparition was simply a flock of birds bewildered by the electric lights.

It is stated that the capital stock of the Railway Age Publishing Company, of Chicago, amounting to \$75,000, has been purchased by Harry P. Robinson, of St. Paul, publisher of the *Northwestern Railroader*. The latter journal will be consolidated with the *Railway Age*, which will continue to be published in Chicago. E. H. Talbott, president, and manager of the *Railway Age*, from its commencement, will retire. H. P. Robinson will be president, and H. R. Hobart vice-president of the new company, and they will be the editors of the consolidated weekly journal.

The *Railway Age* has long been recognized as the mouthpiece of the companies, and Mr. Robinson, though laboring earnestly has not been able to displace it with the *Northwestern Railroader*.

With the *Age* he will not be able to pose as a champion of employes, although he may still continue to be the official spokesman of The Railway Employes Club.

This was certainly a remarkable order and one that would never have been issued had the Switchmen always lived up to the laws governing the Supreme Council. We will not attempt to excuse the B. of R. T. for their action in this matter, but we have no sympathy to waste on the Switchmen. It was cruel, of course, for the C. & N. W. officials to discharge the Switchmen without a moment's notice, but it was just as honorable as it was for the Switchmen to go on a strike without a moment's notice. What the Switchmen got at the hands of the Northwestern was what they have been giving railway compa-

nies for years. It is their own medicine and their kick reminds us of the kick of Paul Hensen, who wrote the general passenger agent of a western road, that he had attempted to beat the freight cars and save his money; having failed, he said he boarded a passenger train and the conductor over-charged him. It was all right in his mind for him to beat the company, but when he thought the company's agent beat him, he kicked. What the Supreme Council should do is to throw a little of the soup of consistency into the Switchmen.—*Western Railway.*

**

We can hardly find words to express our chagrin and disappointment over the action of the conductors and brakemen employed on the L. E. & W., who have refused to accept the schedule offered them by Mr. Bradbury and again entered upon a strike; those of them who are members of the Order and the B. of R. T. again violating the laws they have sworn to abide by. If press reports are correct, in addition to acceding to the demand for overtime, Mr. Bradbury made quite an increase in the pay, the schedule as printed providing for the standard rates and now they strike again because, as it is claimed, Mr. Bradbury declines to accede to entirely new demands. Whether this is correct or not, those who are members of any of the railway organizations, need expect no sympathy or aid, and they should expect prompt discipline for their violation of law. We have been obliged to depend entirely upon press reports for information, as no member has given any officer of the Order any information; this would indicate that they, like some of our U. P. members in the past, "can't wait for the Order" and don't want its assistance, yet if they are defeated, they will ask for it just the same and will think themselves abused if the laws are enforced.

Since writing the above the men have returned to work unconditionally. We sincerely hope they won't strike again before this is printed.

**

Of Mr. J. H. Tallis, the shining "Blue Light" of the B. of R. C., at Winslow, Arizona, and for some time past a voluminous contributor to the "organ," the *Citizen*, of Albuquerque, N. M., has the following to say:

"A few weeks ago a committee of railroad men called on this office looking up the record in regard to J. H. Tallis, a railroad man, last year in charge of the yards at Winslow. They stated that he had skipped out after securing several hundred dollars from railroad men on the Atlantic & Pacific. The fellow had victimized this office to the extent of \$50. The day he went east he came to the office and stated that he had just received a telegram that his father was dying in Indiana, and that he did not have time to see the railroad officials to secure funds due him, and the publisher of the *Citizen* endorsed for him to the extent of \$50 on the Albuquerque National bank, which was paid when it became due and the note is now at this office. Mr. Tallis has written to a paper at Las Vegas, and that sheet tries to defend the slick rascal. Tallis is now at Como, Colorado, and the railroad men of this territory and Arizona should let his character be known in that locality."

It is not so long ago as to be entirely forgotten that this same *Citizen* was lauding Mr. Tallis in the

highest terms and its articles were being copied by the "organ" as proof that the B. of R. C. on the A. & P. road under the leadership of Tallis was all right and the members of the Order all wrong; those members of the B. of R. C. on the A. & P. road, who some time ago repudiated Tallis, are to be congratulated on his absence from their ranks, and if he is out of the B. of R. C., that association is to be congratulated.

**

Few persons realize that there is in existence, and frequently in circulation, thousands of scarce coins, which are wanted by numismatics and museums, and for which high prices are paid. In the large cities, are established dealers who handle these rare pieces of money, buying from the public wherever they can, and selling to the fanciers of such things at a fair profit. The largest business of this kind is done by a Boston dealer, Mr. William E. Skinner. He advertises extensively, and employs several clerks in the attention of his correspondence. This gentleman buys over nine hundred different American coins, to say nothing of the almost unlimited number of foreign specimens. Conductors have excellent opportunities to add to their income by keeping their eyes open for such kinds as are wanted by the dealer. Their wives and children can also become interested in the hunting of coins, and may thereby earn spare money easily. Some people have found coins worth as high as a thousand dollars, and frequently the newspapers cite instances where persons have picked coins out of their change which have proven to be worth from a few cents to several dollars over par value. Further particulars regarding the coin business can be obtained by writing to the above named dealer, whose establishment is at No. 325 Washington street, Boston. When you write, mention this journal and enclose a stamp for his reply.

**

If there is one thing that is or should be a matter of the greatest importance to the railroad fraternity it is the selection of a good reliable watch. The watch is to the conductor what the magnet is to the navigator, the lives of hundreds of passengers often depend on its correct workings, and it is but just that railroads exact from their employees the greatest care in regulating their watches. With many the wrong impression still prevails that to possess a reliable timekeeper entails an expense beyond the moderate salaries received by the rank and file of the railroad service.

Jos. P. Wathier & Co. of Chicago, who do an enormous business with all employees connected with railroads, have solved the problem of supplying men of ordinary means with a watch that meets all the requirements of the service. The Waltham Non-Magnetic watch is well known, its movements are manufactured by a firm that has made for American watches a world wide reputation. By a large contract secured on favorable terms Jos. P. Wathier & Co. are enabled to place this famous watch before the public at the low price of \$21.48. The odd wholesale figure of the price may seem strange to some "practical minds" but they are based on the smallest percentage possible with the conductors of a fair and legitimate business. We would call the attention of the reading public to their advertisement in this number.



MERIDIAN, Miss., Aug. 10, 1891.

Editor Railway Conductor:

As correspondent of Ogilvie Division No. 195, I deem it my duty to submit the following communication relative to the condition of our division:

1st. It might be said that our division is in a very satisfactory, not to say flourishing, condition. We have enrolled about sixty (60) members, and at nearly every meeting have to act upon new applications and other petitions.

The second and fourth Sundays in each month are the days appointed for regular meetings. These meetings as a rule are well attended and very interesting.

Am sorry to have to report the serious misfortune that recently came upon our worthy Brother, W. H. Teet, in the loss of his devoted wife. We all deeply sympathize with our beloved Brother in his sad bereavement, and at a regular meeting of the division, the committee appointed to draft suitable resolutions touching the death of our worthy Brother's wife, made the following report:

WHEREAS, Our Heavenly Father, in his divine wisdom has seen best to remove from earth the devoted wife of our beloved Brother, W. H. Teet, therefore, be it

Resolved, That we, the brethren, do sincerely sympathize with our beloved Brother in this his sad bereavement.

Resolved, That this expression of our sympathy be given to our Brother, and that a copy be furnished the journal for publication, and the same be entered upon the minutes.

HUNTER RUTLAND, } Committee.
R. E. HARRIS.

At a regular meeting of Lincoln Division No. 206, O. of R. C., held Aug. 9th, 1891, the following preamble and resolutions were adopted:

WHEREAS, In His gracious Providence the Supreme Ruler of the Universe has removed from this life one of our much esteemed and worthy friends, Frank P. Clark; and

WHEREAS, He was most highly respected in the community in which he lived, was a noble and much devoted husband and father; and

WHEREAS, We of Lincoln Division No. 206, O. of R. C., and the employes generally of the Wabash, have sustained a bereavement that

touches all our hearts with keenest grief; therefore be it

Resolved, That while through our sympathy we are unable to assuage the sorrow that can only be healed by time, nevertheless we extend to the wife and family our heartfelt sympathy in this, their hour of bereavement.

Resolved, That it is but a just tribute to the memory of the departed to say, in his removal from our midst we mourn for him as worthy of our respect, affection, and regard; and be it further

Resolved, That a copy of these resolutions be spread upon the records of this division, a copy sent to the family, and also copies be furnished the city papers and RAILWAY CONDUCTOR for publication.

DAVID N. LEPPER, }
WM. P. SHEEHAN, } Committee.
WM. REILEY, }

CHATTANOOGA, Tenn., Aug. 24, 1891.

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to take Mrs. Mary Hamman, wife of our Brother, N. A. Hamman, be it

Resolved, That we, his Brothers, extend to him our heartfelt sympathy in this, his great bereavement; and

Resolved, That a copy of these resolutions be placed on the minutes of this division, and a copy furnished to THE CONDUCTOR.

R. B. STEGALL, }
W. E. RAPE. } Committee.

At a special meeting of Thomas Dickson Division No. 171, Order of Railway Conductors of America, the following resolutions were passed:

WHEREAS, Our Heavenly Father has, in His infinite wisdom, been pleased to take to Himself our beloved Brother Henry Callahan; and by his death we lose a firm friend and Brother, and a most agreeable companion; his family a loving husband and father; and the Railway Co. an efficient, faithful and conscientious conductor. Therefore be it

Resolved, That while bowing to the will of our Heavenly Father, we cannot but regret his absence, and as we call to mind his many agreeable traits and pleasant manners, we cannot but feel that the vacancy caused by his death will for a long time remain unfilled; and be it further

Resolved, That to his bereaved family we offer our most heartfelt sympathy in this, their deep affliction; and be it further

Resolved, That the charter be draped in mourning for thirty days and that a copy of these resolutions be published in THE RAILWAY CONDUCTOR, and a copy also sent his family.

H. A. SEWELL,
T. G. ROSS,
P. A. WHITAKER. } Committee.

NASHVILLE, Tenn., July 5, 1891.

At a regular meeting of Rock City Division, No. 135, the following preamble and resolutions were adopted:

WHEREAS, It has pleased an Allwise God to call away the wife of our beloved chief A. J. Corbett, we herein give expression of sympathy of our division, and

WHEREAS, We deplore the death of our sister, we with our Brother bow with submission to the will of our Father, and hope that in this great calamity our Brother and children may profit in this their seeming loss, and we hope that they may follow His precepts and christian example, so, when the call comes for them they may say as wife and dear mother said, all is well. Angels were waiting to conduct her across the river, where she will be waiting to meet them.

Resolved, That a copy of these resolutions be sent to the family, and the RAILWAY CONDUCTOR, and the same be spread upon the minutes of the Division.

A. E. DERHAM,
T. W. DICKERSON,
W. N. BILLINGS. } Committee.

FELT.—Died February 28th., at Buena Vista, Colorado of consumption, Brother W. S. Felt, a worthy member and for a long time secretary of LaCrosse division. It is but a short time since a draft was sent to Bro. Felt who was a member of the Benefit Department, for total disability and the comforts procured by it and the knowledge that he would not leave his family destitute enabled Bro. Felt to bid farewell to this and enter a brighter world without a pang except that of bidding adieu to loved ones. Bro. Felt had been in the west on account of his health for some time and the sad news of his death has only reached us within the past few days. He died as he had lived, a kindly, christian gentleman.

SAVANNAH, GA., Sept. 3, 1891.

At a regular meeting of Savannah Div. 218 O. of R. C., Tuesday, Aug. 23rd, the following resolutions were adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the universe to remove from our midst our beloved friend and Bro. J. S. Wolfe, who died at his home in this city on Aug. 15 with a complication of diseases; be it, therefore,

Resolved, That in our lately departed Brother,

we have always recognized one who was ever willing to aid and support those in need and who was also a true conductor in all his relations to his fellow men and to the Order of Railway Conductors.

Resolved, That in his death we have lost an earnest and faithful member, his wife a most loving and affectionate husband and one who was ever ready to respond to the slightest call,

Resolved, that we extend to the widow of our deceased Brother our heartfelt sympathy in this hour of bereavement, that a page be left in our records to his memory, and that a copy of these resolutions be sent to his wife and also published in THE CONDUCTOR.

W. H. WRIGHT,
C. T. DEGRAFFENRIED,
J. T. McLERAN, } Committee.

LITTLE ROCK, Ark., Aug. 16, 1891.

At a regular meeting of Little Rock Division No. 131, Aug. 16, 1891, the following resolutions were adopted:

WHEREAS, It has pleased the Supreme Ruler of the Universe to remove from our presence by death, on Aug. 7th, 1891, at Little Rock, Ark., Bro. Jerry Foley, a member of Div. No. 173, therefore be it

Resolved, That in the death of Bro. Foley, the Order has lost a good member, and further

Resolved, That it is but a just tribute to the memory of the departed to say that in his removal we mourn for one in every way worthy of our regard; and be it further

Resolved, That these resolutions be placed on the records of our division, and a copy sent to the family of Bro. Foley, and published in THE CONDUCTOR and city papers

H. A. LYNCH,
B. L. TAFT,
R. G. FELTS,
T. G. CHURCH. } Committee.

DETROIT, Mich., Aug. 16, 1891.

WHEREAS, God has removed our beloved brother, F. P. Smith,

Resolved, That International Division, No. 48, has suffered a severe loss in the death of Brother Smith, who was a charter member of this division and had always been an active worker in this division.

Resolved, That the widow and children of our late brother have our sympathy in their affliction.

Resolved, That our charter be draped in mourning for the period of thirty days.

Resolved, That these resolutions be spread on the minutes of this meeting and that copies be sent to the widow, and to the editor of THE RAILWAY CONDUCTOR.

C. A. SPERRY,
JAS. CHANDLER,
W. H. McALLISTER. } Committee.

THE RAILWAY CONDUCTOR.

VOL. VIII.

CEDAR RAPIDS, IA., OCTOBER, 1891.

NO. 15.



LICENSE LAWS FOR STATIONARY ENGINEERS.

The following is the address of Prof. John E. Sweet before the American Order of Steam Engineers at their recent convention in Syracuse.

Honorable Chairman, Welcome Delegates, and Fellow Citizens:

We call this a free country; we call ourselves a free people; we call this a democratic government, aiming to do the greatest good to the greatest number; we call it a republic, where the majority of the voting population are supposed to decide what shall be the laws of the land, or whereas it becomes inconvenient for each voter to vote upon each law, we select, from among ourselves, such men as we suppose to have acquired more or less of the sublime art of governing the country, to make the laws for us.

But if it is a free country, we are not free to kill whomsoever we please; or at least we are not free to do so except in particular ways; and one of those ways, up to the present time, in this state at least, is by the use of steam boilers.

If you have an enemy and wish to dispose of him, and you proceed by any of the ordinary methods, in the simple form of the manly art of self-defense; with weapons of peace, or weapons of war; with fire, water, or with dynamite; by poison, practice upon him with quack medicine,

or in almost any way, except by a steam boiler, and law will lay its sacred hands upon you, but get him and his family, his friends and relations, or the neighborhood around a steam boiler, and blow them up, it is an accident, a crime that receives no punishment.

If you kill a man with your fist, they will find your sore knuckles; with a stone, they will find the stone; if with concealed weapons, they will find the weapons, the place you bought them, the pistol with a missing bullet, the knife with blood, or the bludgeon with hair upon it. If you burn them up they will trace the matches, if you drown them they will trace your tracks. If you use poison or dynamite, they will find where you bought it, and the detectives will follow you to the end of the earth, and the coroner will find a motive, society is up in arms, human life is sacred, the crime must be avenged, you pay the penalty and are "electrocuted."

But go at it with a steam boiler, and if you escape the boiler there is no danger but you will escape the law. Its an accident, no motive, no one to blame, experts disagree, the boiler was perfect, it was full of water up to the third gauge, and there had been no unusual fire under it. It just exploded.

"A democratic government." "The

greatest good to the greatest number." To give the poor man a job at the lowest wages, handling a torpedo that he knows nothing about to satisfy the proprietor, who is not willing to pay for a man who does, the democratic principle is set at naught, the greatest good to the owner, starvation wages to the coal heaver, and the greater number can take care of themselves.

The republican principle that the majority should rule it all right, when they will take trouble to find out what they want and what they do not want. But they will not take the trouble, and whoever undertakes to lead them to think and reason must expect opposition, and subject himself to ridicule.

Argument will be met by argument, petition by counter-petition and a proposed law, however just, however largely in the direction of the general interest, whatever the reason, whatever right, if it is to interfere with the moneyed interests of any individual, or company, or industry, that individual, that company, and that industry will be arrayed against it. I have not taken the trouble to examine the statistics, but it will answer the purpose if we guess that a boiler explosion occurs in this country on an average of every day in the year, and serious enough if we say there is at least one person killed at every explosion; and yet, while there was never a non-preventible boiler explosion in the history of the world, and while every death is a murder or a suicide, indictments are seldom heard of, and the first conviction is yet to be made.

Boiler plate which should be of the best material that the present state of the art will produce, is made to almost any degree of cheapness to meet competition. Boiler designing and building, which should be controlled by the most able skill and extended experience, is from its disagreeable nature too often left to unskilled hands, and worst of all, through the Cheap John disposition, or unfortunate poverty of proprietors, their management is left to the man who not only knows nothing of the construction or safety of the torpedo he is handling, how to manage and care for it, and worst of all, one who is entirely incapable of comprehending the enormous energy stored up in the silent envelope under his guidance.

"Life, liberty and the pursuit of happiness" is just as seriously interfered with

when a man is blown into eternity by a steam boiler explosion as in any other way, and "life, liberty and the pursuit of happiness" are among the things the law attempts to secure to every man.

Human life is considered so sacred that, in case a man is arrested for any crime where the penalty is death, the law will not allow him to hazard his life by a simple pettifogger's defense. If a man tries to take his own life and fails, the law steps in and punishes him for that. If you are sick, the law says that you shall not trust your life in the hands of a "quack." While the laws aim at the public good, they were not demanded or urged by the public who are benefited by them, but by the men who could see a financial advantage to themselves by so doing. The law that no man shall be allowed to swear you "to tell the truth, the whole truth, and nothing but the truth," and when you go to do it "objects," and that no man shall be allowed to brow-beat a witness unless he has been admitted to the bar, was passed under the pretense and likely with truth that it was for the public good, necessary for public safety, and for the protection of human life.

The law that no man shall be allowed to practice medicine, heal the sick, glue broken bones, pull teeth, give poison or bread pills, and collect his pay for it, unless he has a legal diploma so to do, was not promulgated or urged by the public, and it may be questioned whether by the men who had only the public good at heart, but more likely by the profession, who could thereby shut out the quacks, maintain remunerative prices, and do what was perhaps even a more important thing for themselves—elevate the dignity of the profession.

Human life is often sacrificed by the falling of insecure buildings. Buildings are insecure because of improper design or defective construction. The architectural societies are moving for a law to prohibit incompetent men from practicing architecture, and the cities elect supervising architects to superintend construction, with every endeavor to prevent the erection of dangerous buildings. There is as great a reason why the architects should succeed as the lawyers and physicians.

And if human life is as sacred when in the danger of boiler explosions as in insecure buildings, quack medicine or bad law, then, as there are many more lives sacrificed by boiler explosions than in the

verified cases of the other three combined, there is all the more reason why the law should reach out its protecting hand, and do what it can to relieve the public from the dangers surrounding this indispensable factor in human progress.

One of the aims of the American Order of Stationary Engineers is to urge the passage of a law requiring the owners of steam boilers to entrust their handling to the hands of such men, and such men only, as can give evidence of ability and reliability in their management, and to men who can give evidence of ability to judge of the plant they attempt to manage.

The attempt to get such a law passed, however just, is liable to meet with strenuous opposition. Not only the opposition the lawyers met in the pettifogger, and the doctor in the quack, and which the engineer will find in the careless coal heaver, not only the opposition from the men who can see an increase in price, and claim that his freedom is interfered with when he can not get \$2 worth of work out of a 75-cent man, but you who look forward to the enactment of the license law for stationary engineers, with such examinations as the United States insists upon being passed by every engineer who handles the throttle, on every steamer sailing on her waters, are liable to meet with a more formidable foe than either of those before mentioned, that is, a thoroughly organized foe, with plenty of capital and a working force at command—the boiler insurance companies. I do not say you will meet with this opposition, I only say you are liable to, and it is only giving them due credit for business shrewdness to anticipate the effort and the reasons to fear the result.

If there were no boiler explosions at all or danger from them there would be no boiler insurance companies. If there were twice as many explosions, there would be four times the demand, higher rates, and only twice the damages to pay, and the profits increased. Of course, the boiler insurance companies would much prefer that it be the uninsured boiler, or one insured by some other company, that would explode; still, the remark of an agent that "we willingly paid the loss, as we wrote a half a million dollars insurance in two weeks after the accident occurred," would indicate that fatal boiler accidents are the great stimulus to boiler insurance.

While you are looking out for your own interest and circulating your petition to

present to the legislature, do not lose sight of the possibility that the boiler insurance companies, too, may be looking out for their interest, and while you are getting the names of able engineers and the endangered public to your petition, the boiler inspectors can get not only the names of all the engineers who are incapable of passing the examination, and many who can, but dread it, and all the proprietors who wish the lowest price man that will run his chances, and as many of the don't-care sort as he may choose to ask. All you can do to meet this formidable counter petition, if you meet it, is to have the facts properly set forth to the lawmakers.

There is another danger that must not be overlooked, and must be avoided, and that is a conflict between sister associations aiming at the same end. You must not expect the national association to say we favor a license law for engineers in any form so it be a good license law, until you yourselves are willing to say we are in favor of a license, whatever its particular phraseology, so long as it is a good license law. You cannot court the opposition of any one and succeed. If you cannot get it as you would like, get it the best you can and make it better when its defects are plainer and the change made easy. Do not forget, too, that this license law, whenever enacted, will strike both ways.

The license must be granted by a commission of persons delegated to grant licenses. For the law to be of any use, this commission, or the licensing board, must be of men capable of determining the ability of the applicant; for unless they are, and perform their duty, it would be but a farce. The simple certificate of membership to some organization will be no passport, and while each delegate on his return urges forward the question of licensed engineers, let him also impress upon the members of his own local society the necessity of a thorough preparation for passing the legal examination.

As you work for the license law, work to meet the requirements. Whatever you gain in self-improvement you will always have; whatever you do to forward a license law is in a good cause. While you will find money, self-interest, ignorance and indifference arrayed against it, march on, admitting the self-interest (for it cannot be disguised), but fight on for it, for it is in the line of human progress, the line of public safety; it upholds the sacredness of human life; it is the line of right and justice.

Is "Man the Fountain Head?"

Written by N. D. H. in answer to a poem in the Aug. No.

My friend, your "poem" is quite sweet,
And yet, to me most incomplete,
With you I never could agree,
Whose statements seem so false to me.
That "men are selfish" oftentimes
And "women changing," as your rhymes
Would make them often to appear,
As quick to "laugh" as "shed a tear"
Is true, but 'tis a "view" "in part"
Of what we find, within the heart.
You speak of man, as "fountain head"
From which the bubbling "streams are fed."

I love the "men" as "brothers" dear,
And one, to me, is still more near.
But yet, I'm very loth to own,
My gathered strength, from his has flown;
"My" "fountain head" is God above,
Around, beneath, whose voice is love,
No other "fountain head" I know;
From out this "fount" all blessings flow.

That "man" is "strong" I do admit,
But often does his strength "misfit"
Most plainly, when he pleads for "grace"
That "mercy" may his wrongs efface
And claims a weakness all his own,
A weakness not to "women" known.
Then does he fail to "use" his strength
Of such great "height" and "depth" and
"length."

Man leaves his home to earn the bread,
With which his wife, and child, are fed.
The while the wife, with patient care,
Takes up with love, her equal share.
Nor can you, dare you, call it less,
The source of all this world's success.
For paltry "dollars" cannot stand,
For "more," than comes from woman's hand.
Of "these" she oftens earns a share
(But count that naught,) she oft will bear
A burden, heavier than "man,"
With all his "boasted courage," can.
Yes often, in an adverse hour,
The "woman" proves the greater power.

The Adjusting Adjutant.

For the Railway Conductor.

In India is found a species of stork very large, very homely, and very hungry. The possessor of a bill long enough to be a "man milliner" which he is not, with a head bald enough to entitle him to a seat in the front row at a ballet show should he attend. With a pouch in front and back of his neck large enough to have

made him eligible to the office of mail carrier, had he lived in this country in an early day. His appetite is so voracious and constant that he might pass muster for a tramp if tramps infested his territory. He is called The Adjutant. From this bird comes the Maraban feathers, commercially valuable. Every regiment or battalion has a military officer called an adjutant, whose duties require him to assist his chief, make known his orders, see that they are executed, receive reports and take care of records and returns. Among the Jesuits were a select number of fathers who resided with the general of the order, each of whom had a province assigned to his care. Information of what occurred in their province, they were supposed to convey to the father general. These select men were named Adjutant Generals.

There is yet another adjutant, a product of modern surroundings. Like the one found in India, conspicuous for having an unenviable name or reputation for supposed (in this case) characteristics, yet necessary to commerce. Like the military adjutant he must assist his chief, make known his orders, see they are executed, and take care of reports, records and returns, (his chief sometimes thinks the latter too well taken care of.) Like the Jesuit adjutant general he has a province (or train) under his care to "run." His original name is conductor, but like the Maraban bird his resemblance in duties, as the bird resembles the english military adjutant in looks or uniform, entitles him also to the name of adjutant. He is the outcome of contact with opposing interests. A "governor" used to regulate public steam and lighten official pressure on traveling cranks. A go-between for published rules and supposed public privileges. An interposer wronged by the people and worried by his superiors. A shuttle cock used in weaving together tariff "tolls" and traveling tormentors. A kernel forced between the upper (public) and nether (official) millstone getting crushed in the grinding of "the servant behind the mill" so fine he has forgotten whether he went in as wheat or corn. The crush is so great between, he is ground as if in "the mills of God exceeding fine." Having some of the characteristics of the bird adjutant, some of the duties of the military and some of the accountings of the religious adjutants, he must be of some value to commerce, like

the bird, while supposed to be hungering in some "ways." He has "records" and "returns" like the military one, and a "province" (train) under his care to make reports upon, like the religious one. In order to comply with the many and varied demands made upon him from opposing interests, he must be the bridge of "commerce" whereon these opposing interests meet. He is not a rule maker but an executive without power of veto. A two-third vote, on the part of the public seem always ready to pass its measures (displeasure) over his head against the company, while the autocrat, whose rule is censured, calls his attention to an amendment that never amends. He, from necessity and self interest, soon learns to use diplomacy, to "turn away wrath with a soft answer." To enforce an unpleasant rule without "grievous words" that "stir up anger," if possible. When struck upon one cheek, by the master, he takes the sting away by letting the public strike him upon the other one. He must do so or run the risk of having the sore cheek bruised again. Therefore in the nature of things this man once called a passenger conductor, if properly named, would be from custom and necessity called what he becomes, an adjusting adjutant. The daily life of one of them, minutely scanned would be a revelation to the traveling public who think they know them. His own acts and the motives prompting them, if thoroughly analyzed for his own inspection would probably reveal himself to himself in a new light, since a line of conduct began in self defense has, to many, become almost mechanical or automatic from long following. Inter-state commerce says, "no discrimination." Arrive a nice looking couple or party who hold second class tickets, claiming, often with truth, "the ticket agent selling them promised first class accommodations with said tickets or they would not have come this way." What shall be done? If these promises were made they do not bind the adjutant. Yet he must not say so. He must, if possible adjust the case. If he gets ground between the law millstone and a desire to make good the agents promise, (official millstone) he is not recognized by either when he comes through, yet it might be said the "measurer" has a "sack" for him. A gentleman said to one recently, "my wife and two little girls are on your train please look after them, the little (?) girls

have tickets." Once under way the two little (?) girls were found to be young ladies with half tickets and they had a dog in the coach with them. A case for adjustment at once. The little (?) girls were not entitled to travel on half tickets, dogs were not allowed in coaches. The rules must be upheld, the public must be treated politely, the adjutant must "adjust." The "smoker containing "hard cases" is entered, the smart man, the "tough" man, and perchance the "full" man is there. After being made a "butt" for the smart (?) man and "bluffing" the "tough" man, in addition to coaxing the companies revenue from the "full" one, he enters the next coach containing ladies and children.

Notwithstanding the reasons for ruffled feelings behind him he must show no evidence of being "roiled." That would never do. He must "adjust" his countenance instantly. A locomotive, when superfluous steam accumulates is given a chance to "blow off" to ease the pressure till within the desired limit. Not so with the adjutant, the collection must be made. The ladies must see him smile; "chestnuts" he must crack for their sake, so frequently "cracked" before, he involuntarily listens for someone to ring the "chestnut bell" upon him. The adjutant must "adjust" without the privilege of the locomotive to "pop."

Once more a passenger, it may be a lady, enters a coach where, at the first glance every seat is occupied, but the adjutant looking over the "returns" discovers another passenger, also a lady holding two seats, with bundles, band boxes and cheek, while the last arrival wearily stands appealingly looking to him for help as the "cheek" owner "hovers" so much space. Diplomatically, politely, but gently and firmly he displaces everything but the "cheek" and smilingly apologizes for giving what the new passenger has paid for and gracefully helps to the captured seat the lady who will as readily "hover" at the first opportunity.

Problem:

A selfish lady to mollify.

A weary lady to assist.

"Peter robbed, Paul paid," the adjutant must "adjust."

Again a train with five coaches and passengers enough for seven, weather warm and road dusty; of course the conductor is to blame (?) for the weather being warm, for the dusty condition of the roads and

the limited room. Jibes at the road, accommodations, its rules and methods, are in order(?) at his every appearance. He is not warm (outwardly and inwardly) of course. He laughs in fiendish glee(?) to see the patrons of the road suffer, so one would think to hear the abuse the company receive over his shoulders.

Another problem:

The people will "kick."

The people must pay.

The adjutant will "adjust" seven coach loads of passengers to five coaches, collect the company's revenue from them and land them at their destination happy and and satisfied?

On a winter night a middle aged lady said, "conductor do you want to roast us all out?" With his "on duty" smile he replies "certainly not" and proceeds to cool the car. Twenty minutes later a gruff old chap roars "conductor do you want to freeze us all?" The conductor states the reason for reducing the temperature, a reason unsatisfactory to the thin old man who wishes the fat middle-aged lady where the temperature was warmer than in the coach.

Problem:

To make the car cool enough for the fat ones.

To make the car warm enough for the lean ones.

The adjutant can do it by adjusting. Examples could be multiplied where the public are not(?) inconsistent but the conductor is unless he can do what no mortal ever did, suit everyone. Rules promulgated sometimes, if strictly enforced, would involve the company and conductor in serious trouble, yet rules must seemingly be enforced. The public demand concessions that can not be granted frequently, when the semblance of granting will often pacify, while point blank refusal enrages. The conductor is the go-between and rather than insure opposing fires he hoists two flags of truce and profiting by "the sound of grinding" he uses his knowledge to the utmost to adjust the mutual grievance of company and public. It is said "the pitcher that goes to the well too often will get broken," therefore, it need cause little wonder to the proverb quoters, when the adjusting adjutant is occasionally caught between the millstones. But the adjutant himself, like the dead Hindoo's widow when compelled to mourn the funeral pyre, while conscious of no

wrong, must be offered to propitiate an ever voracious Moloch who "like the horse leech's daughter crieth more wrong."

Among savage races to appease the gods, sacrifices are sometimes made and the victims are not worthless, for such would not suffice the gods. So too sometimes when unpopular rules enforced enrage the public until they demand a sacrifice, who so proper for the occasion as the one who, under the fear of penalty, enforces the rule, while the maker is shielded by the adjutant's loyalty, who discretely calls him "the Co"?(?) Too often a worthy sacrifice is demanded and yielded in the person of this same adjutant when he can not always adjust. Let no man skeptically say, "vicarious atonement does not atone." The best reply from sacrificed "interposers" between official errors and public clamor is, "it tides over," while a new adjusting adjutant tarries to "adjust."

Southwest Texas.

Special Correspondence.

SAN ANTONIO, Tex., August 14, 1891.

"There is not a dollar of mortgage on any home in the entire state of Texas." This was what I heard the secretary of the San Antonio Commercial Exchange say to a delegation of Nebraskans who were arranging to sell out up there and come to this section. I was astonished, and investigated, as it was startling, and if true should be known all over the world. I ascertained that it was a fact. Texas is the only state or country on which not a dollar's worth of mortgages can ever be recorded against a home.

The schools in towns and cities continue through ten months in the year, and are equal to the schools of Massachusetts and New York. Rural schools are run from five to six months—as long as children can be got to attend. Texas has a public free school fund consisting of \$6,424,737 in 5 per cent bonds, \$12,643,000 in land notes on sales of school lands bearing 5 per cent interest, and 28,000,000 acres of land, all of it is worth \$2, and much of it \$5 an acre. This gives to-day a permanent public free school fund in Texas of \$89,167,737, yielding an available fund of \$1,205,000. Besides this, the state has a school tax of 12½ cents on the \$100 and a poll tax of \$1, and one-fourth of all occupation taxes, which yields a net revenue to the schools of \$1,579,500. Besides this, the cities and towns have a

special school tax, which will aggregate over \$600,000. This gives \$3,382,000. Then, the people have just voted a constitutional amendment to make one-fourth of the permanent school fund available, which will give the state over \$5,000,000 a year for the public schools. In less than twenty years her permanent school fund will be over \$100,000,000! And all of this, in addition to 17,500 acres that belong to each county for public free schools.

Then her magnificent university, with its separate princely fund, the state agricultural and mechanical college for whites and one for colored, the Sam Houston state normal for training white teachers and the Prairie View for colored, the medical branch of the university, the magnificent institutions for the education of the blind, one for whites and one for colored, and the same for the deaf and dumb—one for each class. It dazzles the mind to think of all this! And Texas is doing more for the colored people than any four states. They get exactly the same amount per capita as the whites.

Here in Southwest Texas the schools are unsurpassed even in Massachusetts. San Antonio has the largest scholastic population in Texas and the finest schools, both for white and colored people. Her public school property is valued at over \$1,000,000, comprising seven two-story stone and one three story stone building for whites and two two-story stone and two two-story frame for colored—all modern, handsome designs, with latest improvements, comforts, ventilations and appliances. San Antonio also has a large number of well patronized private church schools.

The great Pan-American Trade College, for promoting commercial, political and social intercourse, between all the American republics will probably be established here. It has the endorsement of the department of state (Mr. Blaine) and delegates from all the states will meet here in September to arrange for the great Pan-American congress in November. It is the greatest educational movement of the century, and the secretary of the San Antonio Commercial Exchange will give all particulars.

Next week I will tell of the irrigation possibilities of this section. It beats the world. Southwest Texas' greatness cannot remain unknown much longer.

WM. A. BOWEN.

Oh, for the Touch of a Vanished Hand!

"Where are the men?" the girls all sighed,
In weary, longing tone.

As by the gentle, rippling tide

They wandered all alone.

Then from the open window there,

Above the evergreens,

A voice stole softly on the air:

"A full hand here, on queens.,,"

—*San Antonio Express.*

The Dennison Meeting.

The first union meeting of Railway Employes on this division of the Pan-Handle road, held at Denison last Sunday afternoon, was a very pleasant and successful affair. It was conducted in a most orderly and becoming manner, and as a social and fraternal gathering will long be remembered by all participants.

The day being a favorable one the meeting was held in the delightful shade of Thornwood Park, where several thousand people assembled about 3 o'clock to witness the proceedings and hear the addresses.

The parade with over 200 men in line, preceded the meeting in the park, the following Orders taking part: Div. 255, B. of L. E., No. 278, O. R. C., No. 235, B. of L. F., and No. 175, B. of R. T. Following the Orders were two carriages containing the members of the Dennison Council and speakers of the day. The procession formed at 2 o'clock at the Hotel Bovey corner, and headed by the Twin City Cornet Band marched on Grant street to Third street, Uhrichsville; thence on Water and First streets back to Dennison, halting at the passenger station to await the arrival of No. 6, bearing Governor Campbell. At the corner of Center and Fourth streets the ladies of Thornwood Lodge, Aux. to B. of L. E., joined the procession and marched with it to the park. On the arrival of the train the Governor was escorted to a carriage, and the procession then moved to Thornwood Park, where a large crowd of the citizens of the two towns had already assembled.

The exercises in the grove were opened with prayer by Rev. A. P. Frost, after which W. A. Bovey, acting for Mayor Gardner, who was unavoidably absent, delivered the address of welcome in his usual happy manner. Mr. Thos. W. Burke, Chief of Div. 255, B. of L. E., followed in a brief but interesting history of the various organizations represented in the meeting, after which Hon. David Lam-

bright, democratic candidate for the Legislature from this county, was introduced and delivered a most excellent address. J. C. Castle, Esq., of Uhrichsville, then entertained the audience with one of his semi-humorous and characteristic speeches. Castle as a humorist is more than a match for Bl Nye and knocks Bob Burdette clear out of the ring. Governor Campbell was then introduced, and entertained the audience in a very pleasing and acceptable manner. The Governor is a pleasant but very deliberate speaker, and has the faculty of saying the right thing at the right time in a very plain and forcible manner. He seemed pleased with his visit to Dennison, and certainly met with a very cordial reception from our citizens, irrespective of party. The Governor was followed by A. B. Garretson, Grand Senior Conductor of the O. R. C., in a short but appropriate address, after which the editor of the *Paragraph* closed the speech making with a few remarks. Rev. A. P. Frost then led in a brief prayer and pronounced the benediction and the meeting was adjourned.

The members of the participating Orders are to be congratulated on the success of their first union meeting. We never saw better order at a public meeting, and everybody seemed to be interested in and pleased with the exercises of the day.

A pleasant incident of the occasion was the presentation of an elegant flag to Tuscarawas Div. 255. B. of L. E., the gift of Mrs. P. J. Hartigan, of Columbus, whose husband, the well known passenger engineer is a member of this division.—*Dennison, (Ohio.) Paragraph.*

Some Modern Achievements of the Camera.

BY W. I. LINCOLN ADAMS.

"Photography," it has been said, "is one of the three great discoveries of the age—the steam engine, the electric telegraph and photography. No five centuries in human progress can show such strides as these, and photography, let us remember, is the youngest of the three.

The pursuit of photography gives exercise to the body, while it diverts the mind, and delights with ever a higher joy the sense for all things beautiful. The amateur photographer is shown things by the camera which he never dreamed of before, and is led by it into the secret haunts of nature, of whose existence even he was

previously ignorant. Truly it is a fascinating art, and one that benefits in the most vital and lasting ways, while it gives pleasure to the devotee.

And wonderful have been the achievements accomplished in less than fifty years, for the daguerrotype—the method which underlies our modern process—was not made public until 1839. Dry-plate photography is only about ten years old, and most of the progress in this delightful art-science has therefore been accomplished within the past decade. The dry plate made possible instantaneous photography and all the late advances, and simplified the process to such a degree that any bright boy or girl of ten can master it in a few days. For the older ones it is a refining accomplishment that is easily acquired, and affords no end of amusement and benefit.

A complete photographic outfit can be purchased from any reliable dealer for from ten to a hundred dollars, and the necessary instruction can be obtained in one lesson when the purchaser obtains his equipment. It is, then, merely a question of practice and taste. In a short time all the remarkable achievements of photography are as easy for the new amateur as they were for the experienced workers who first made them possible. The latest comer has the benefit of all that has been accomplished before as well as an infinite field for progress. What science, art or recreation offers so much to the amateur?

"Seems? Nay is!" was the exclamation of a person when shown one of the first stereoscopic photographs several years ago. What would such a person say now on beholding for the first time one of our modern instantaneous, correct-color photographs?

The late Emperor Frederick of Germany, on being shown an instantaneous photograph in an instrument called the tacyscope, exclaimed that its truth to nature, down to the simplest details, was "simply astounding," and that "the first glimpse almost takes ones breath away." In this remarkable instrument an instantaneous photograph appears, not a picture of life, but life itself.

The tacyscope was invented by a Prussian in the imperial service named Ottmar Anschütz. Colonel Anschütz had made many wonderful photographs of animals in motion, and sought a means by which he could present them as the

original subjects appeared in life. He devised the tacscope. In this instrument instantaneous photographs are shown in such a way that the subjects seem actually to be living before us, and this wonderful effect is accomplished in the following manner:

A series of instantaneous photographs is put on a circular glass plate, which is rapidly turned round on its axis, and whenever a picture appears before the eye of the observer it is lit up by an electric spark. The natural motion of the subject is reproduced with a degree of truth and accuracy that is absolutely bewildering. Looking thus at the representation of a man on a galloping horse every single movement of horse and rider can be followed. Not only do the legs of the horse move according to the gait, but one sees the dust rise, the horse's mane and tail fly out and the nostrils extend. The rider is jerked in his saddle, he urges his horse, pulls the curb chain, and moves back his leg to apply the spur exactly as in life.

This recalls the remarkable achievements in instantaneous photography of Prof. Eadward Muybridge, of the University of Pennsylvania. He used a battery of cameras so arranged that a moving object passing before them would automatically release the exposing shutter on each camera in succession, and thus a series of photographs showing the successive positions in various motions was obtained. He afterward exhibited his photographs thus obtained in the simple little toy known as the zoetrope, by which means the photographs, revolving, before the eye of the beholder, represented the motion of the living subject. Professor Muybridge has now a method by which he can throw his moving subjects in an enlarged form on a screen by means of an optical lantern. Other photographers have accomplished no less remarkable results with their instantaneous cameras, amateurs especially taking the lead in this branch of photographic work.

Mr. John C. Hemment, of Brooklyn, has made the camera an indispensable adjunct to the judges of all close finishes. He is the official photographer of the Coney Island Racing Association, the Monmouth Park Association, the Saratoga Association and many other of the leading racing associations. All close finishes are photographed by him. He photographs in less than the one-thousandth part of a sec-

ond, and thus succeeds in securing pictures of the fleetest horses or runners perfectly "sharp" in every particular. Mr. Hemment is himself an athlete of no mean standing, though he no longer actively participates in athletics, except with the instantaneous camera. His personal experience in active athletics enables him to use the camera to much better advantage than one equally skillful as a photographer who has not had his experience as an athlete.

As truly wonderful things have been done in other departments of photography. We have all been interested in the accomplishments of Professor Lippman, of the Paris Sorborn, in color photography. It will be remembered that he successfully photographed the colors of the spectrum so that they could be seen by reflected light, though the colors which he obtained are not absolutely permanent. The color values of nature have been successfully reproduced in the camera for some time.

It has always been the dream of photographers that some day they should be able to reproduce with their cameras the beautiful color shades of nature as perfectly as they have for a long time been able to depict her lovely form with all its delicate lights and shadows. Daguerre himself, the "father of photography," as he has been called, must have had this end in mind when he exclaimed in disappointment, after successfully completing his first remarkable experiments, "Why cannot I retain these inimitable wonders which the sun's rays draw at the focus of my lens? Why cannot I fix the image and engrave it forever?" What young amateur, on beholding for the first time the gloriously-colored picture inverted on his focusing glass, has not hoped that he might be the Daguerre who would discover this later and more wonderful secret of photography?

The correct color value which may now be obtained in a photograph is possible by bathing the plate in various dyes previous to exposure in the camera. The process is a simple one, and by its means any photographer can make his own plates color sensitive.

This method is called orthochromatic photography, and is just now receiving the attention of the most advanced investigators in the science.

Think what has been accomplished by "flash" light photography! The knights

of the camera no longer require the rays of Old Sol in order to make their pictures. Since the introduction of magnesium metal as a source of photographic light they have been able to photograph at any time, day or night, anywhere, without regard to the atmospheric conditions or the darkness of their subject. Instantaneous photographs by means of the magnesium "flash" light have been made after dark, in doors and out, in mines, caves, and even while it rained. The evening home circle, social parties, lecture audiences, and the stage pictures of a play are now photographed by "flash" light quite as easily and successfully as if broad daylight were employed. By this means, too, the interiors of the great Pyramids on the Nile, in Egypt, have been depicted and other dark places heretofore inaccessible to photographers.

So huge a subject as the Washington Memorial Arch was photographed at night by means of the magnesium "flash" light, and later by the same enterprising photographer—Mr. S. R. Stoddard, of Glens Falls, N. Y.—the statue of Miss Liberty herself, on Bedloe's Island. Both were truly remarkable feats, and both were entirely successful, though the photographer risked his life and was dangerously wounded by the explosion of the powder in the first attempt.—*Outing*.

Columbus Drank It.

Or, at least, so they say! "It," refers to cocoa. There is a legend none too well authenticated it is true, but of sufficient interest to make it in point just here, to the effect that when Columbus had landed and sufficiently secured the confidence of the native American, he one evening approached the camp fire of a party of Indians, and found them drinking. To show their good will for him, a dusky maiden presented him, in a cocoanut bowl, with a liquid now so well known to people of refined tastes, and he, fearing that something might have been mixed with it to cause his death or serious sickness, at first refused to drink it; whereupon the maiden, to induce his confidence, seized the bowl and drank its contents. Filling it again she presented it to him with all the grace of a nature-taught refinement, and without hesitation he drank it and liked it.

Well, whether this be true or not, cer-

tain it is that Spain, the country from which Columbus sailed, very soon learned to drink more cocoa (as it does to-day) than any other country in the world; and this is not remarkable, since Van Houten & Zoon have so perfected the manufacture of pure soluble cocoa as to make it not only delicious, but thoroughly digestible and nourishing. They are a Dutch house, but they supply cocoa for almost all the world. Mr. C. J. Van Houten was the original patentee of powdered cocoa and his unapproachable method of manufacture is still in the possession of the firm of J. C. Van Houten & Zoon, Weesp, Holland, as its most valuable secret; for the Van Houten process, by eliminating the excess of fat increases by 50 per cent. the solubility of the flesh-forming elements of this wonderfully nutritious article of food, thereby highly developing the digestibility strength and natural aroma of the cocoa.

A San Francisco Opinion.

Some time ago the railroad company (when there is another we shall have two) began to substitute "train-agents" for conductors in the collection of tickets and fares: the conductors, it was thought, did not fairly divide. The reform is proving a failure, but the conductors are still in fault: they refuse to watch the train-agents. The situation is desperate but not hopeless. When the company's managers have exhausted all known expedients for making their employes honest, perhaps Heaven will give them the light and it will occur to them to try the efficacy of good example. Accurately speaking, good example is not an infectious nor a contagious disorder—not, at least without a longer exposure than is permitted by the rapidity of the disseminating patient's recovery—but perhaps by special Providence it would in this instance be made so. A cessation from stealing by the managers of the Southern Pacific Company would be an event of so notable a character that God would naturally wish to signalize it with a miracle.—*San Francisco Examiner*.

Gigantic Lady to Policeman—Sir, can you not see me across the street?

Policeman—See yez across the strate, is it? Sure, mum, I can see yez a mile off.—*Outing*.



The Sad History of Will o' the Wisp.

The wind blew high, the wind blew low,
The moon paled in the west;
Small hares came out and danced about
With the birds from the White Owl's nest.

An Elf lay hid in cowslip lid,
At fall of summer even,
When, thro' the dark, like fireflies' spark,
A star fell out from heaven.

He leaped on the back of a cricket black,
His torch was a wisp of hay;
Thro' brush and brier, thro' brook and fire
He followed the star's bright ray.

The frogs croaked deep where grasses sleep;
The mist wreath circled the hill;
But wide and far he sought the star
Thro' the midnight dark and chill.

The Elfin court held rarest sport
And tripped it on the grass,
But must away, at break of day,
Lest mortal footstep pass.

The tiny Queen wore robe of green
And kirtle 'broidered fine;
About her feet rang music sweet,
Four silver bells and nine.

"'Tis time," saith she, "to haste with me;
The dawn comes up the hill,
The hour is late, we may not wait—
But where is Wandering Will?"

The truant Elf, a sorry self,
Came slowly up the lea—
Weary and spent, stained and besprent,
A woful sight was he.

"Why luckless wight, this fearful plight?"
Up spake the Elfin Queen;

"The White Owl cries, the darkness flies,
Elves must no more be seen.

"Thy mantle torn, thy vow foresworn,
Thou mayst no more remain
With Elfin Band in Elfin Land,
Till pardon thou obtain.

"The wisp of hay shall light thy way,
Be Will o' the Wisp thy name—
When sunbeams die and night moths fly,
Thine errand aye the same.

"And this shall be thy penalty—
A mortal, here to stay,
And, near or far, to seek the star
An age long and a day."

The Elf, he heard, with ne'er a word
But lo! from tree-top still
A waking bird had overheard
And chuckled—"Whip poor Will."

Up rose the Queen with angry mien;
"The word is meet," spake she;
"Thou mocking voice, since 't is thy choice,
Go bear him company!"

The Gray Cock crew, the White Owl flew,
The dawn came up the sky;
The small hares creep to covert deep,
The Elfin Ring is dry.

The wind blows east, the wind blows west,
An age long and a day;
Thro' fragrant swamp, thro' meadows damp
Runs Will o' the Wisp his way.

A wandering light across the night,
He seeks in summer even,
When sunbeams die, and night moths fly,
The star that fell from heaven.

And on his track the wind brings back,
When nights are warm and still.
In notes of fear, from thickets near,
The bird's cry, "Whip poor Will."

—St. Nicholas.

Floriculture at the Fair.

Mr. John Thorpe, the newly appointed Chief of the Floriculture branch of the Department of Horticulture, writes as follows, concerning the requirements of the Floral display at the Exposition:

And effort may be made to change the location of the Horticultural Building at the World's Columbian Exposition to a place where the Build-

ing, or at least the central portion, may remain as a permanent conservatory after the close of the great exposition. The large island in the lagoon has been suggested as an excellent permanent site, and the building could be placed there without necessarily destroying all the trees. The main part of the building could be erected as a permanency and the wings and annexes so built that they could be readily removed after the close of the fair, without in any way injuring the architectural effect of the main part.

It is believed that if the Horticultural Building is to be made a permanency many contributions of immense specimen plants can be secured that would otherwise be withheld, as the owners while willing to send such specimens to form part of a permanent national collection, would be loath to run the risk of their total loss simply for a few months' display. And to such an exhibition would be contributed many large specimens that have outgrown the limits of the conservatories which they at present occupy. In addition to these there will be brought from their habitats specimens of tree ferns, palms, crotons and similar decorative plants of larger size than any ever seen here before—giants, such as have never before been in cultivation, and such as no existing conservatory would be large enough to house. All these will be gathered together in the great horticultural building at the Fair, and it is of vast importance to horticulture that such a magnificent collection should be made permanent.

Many of the plants that would be contributed to such a collection from public and private conservatories are now historical, and if gathered together in a permanent collection would be a standing national monument of lasting interest and value.

This is a splendid opportunity for the formation of the grandest collection of decorative plants, the finest collection of economic plants, and the most complete assembly of unique specimens in the world, and it should not be permitted to pass unimproved.

We trust that the powers that be will weigh the matter carefully, and if the site already assigned the horticultural building is not eligible for a permanent conservatory, that such change be at once made as to permit the execution of the plan above outlined.

"When My Mother Died."

When mother died the poor and tired hands that for so many years had toiled for us were folded across her cold and silent breast and on her brow where ruthless care had wrought deep furrows and the hand of cruel time had left his

traces, gently we smoothed back the silver sprinkled locks. We closed the lips, those pallid lips from whence so oft had come the words of love and wisdom we so soon forgot, those cherished words we now would give the world to hear. Those mild black eyes that watched our erring footsteps for long weary years till we were grown, would never see again "till she, dear soul" beheld in heaven her God. Our loss indeed was great, but yet we know naught of what the wide wide world would be without her; home and all that name of home implies, that day was borne upon her solemn bier forever across the threshold of our door and life seemed but a dreary blank to me, ambition gone and cruel blank despair confronted me at every turn I made. The rattling clods of dirt that rudely fell that day above my mother's coffin lid with such awful harsh and grating echoes, that had quickly died and only left its frightful skeleton and from it came but jeering, hollow words of mockery.

But mother bravely battled with the world for over half a century and struggled hard with many cares that I can never know, and faltered not, but ever on and up led by that hand invisible that guides the faithful ones over life's stormy ways, she gained at last a heaven of sweet rest.

Then taking heart again I brushed away the cares and troubles of a life and felt within me, that by my mother's death a home in heaven will be the brighter now for in that vast and glorious multitude two faces will outshine them all to me and there with welcoming outstretched arms will stand—father and mother, and we shall meet to part no more.

F. M. C.

July 31st, 1891.

Women Before the Law.

Advocates of equal rights have many annoying things to contend with, many exasperating arguments to meet many disagreeable people to answer, and these are all embodied in the woman who "has all the rights she wants." There is some excuse for the opposition of men who are unwilling to share their long-exercised power. Some allowance must be made for those men who are conscientious in the belief that the lines will be made harder instead of easier for women when they possess political equality, and who oppose it for these kindly, although misguided, reasons. But patience reaches its limit when it encounters a woman who would deny all other women the suffrage because "she has all the rights she wants." There is only one person more narrow, selfish and ungenerous, and that is the woman who signs a "remonstrance" against granting the ballot. A

few women have done this, an infinitesimal number compared to those who have signed petitions asking for the privilege of voting, and their posterity will blush to read their names. The woman of a few generations hence will be utterly at a loss to understand the spirit that would inspire one of her sex to ask that freedom and independence might not be conferred upon her.

But let us consider for a moment the condition of these women who "have all the rights they want." We will glance at the events of one week, that chanced to get into the daily print, only a small part of what is happening in this respect all the time. We find Miss Irene W. Coit passing with honors the severe examination for entrance to Yale College and refused admission because she is a woman. We see a number of Methodist Assemblies of ministers voting against permitting women to sit as delegates in the General Conference simply because they are women. We read of the Presbyterian Conference of Alabama voting that women shall not be permitted to speak in public. In the city of Toledo a street must be cared for by two commissioners who own property on the street. Upon one it was found that every property owner on the street was a woman but one. Therefore, instead of appointing this man and one woman, they selected a man from another street for the other commissioner. In New Hampshire a drunken Canadian farmer stole their child from his wife and gave it to his parents in Canada. The mother, protected by a detective, secured the child, which she found covered with dirt and rags. The father carried the matter into court and, sustained by the law, a constable took the child away from its mother and returned it to the husband's parents in Canada. In Iowa a man and wife lived together eight years and had two children, but whether they were married or not, nobody knew. Finally the man deserted her and left her to provide for the children by her own labor, which she did. One night he stole the children. The law decided that if she was a wife, the husband should have the children, if she was a mistress, she might have them. A fine distinction and encouraging to matrimony! The man swore that they were married, and the judge gave him the children. Down in Kentucky a poor woman worked three months with her needle to buy a cow in order that she might have the milk to raise her three little children. Her husband "traded the cow for a gun, filled up with whisky, and started on the war-path." The woman was helpless because in that state the wife's earnings belonged to the husband. These are mere straws, drift upon the current. Similar cases are appearing every week out of the fifty-two, year after year. And yet

well-protected, happily-situated women, having no thought for the less fortunate sisters, will lean back in calm complacency and say, "I have all the rights I want and I am not willing that the burdens should be lifted from the shoulders of other women."

Do they know what are the laws regarding women in their own state? There are only three or four states in the Union where a mother has the right to her child. In the others, either the child belongs absolutely to the father where he has not forfeited his right, or where both are proved to be equally capable of taking care of it, the law gives it to the father. In New York the father may will his children away from the mother and at his death they will be taken from her and disposed of as directed. He may will away an unborn child and at its birth it will be taken from the mother's arms. In every state in the Union the joint earnings of the two belong absolutely to the husband. In many states the wife's property, real or personal, becomes the possession of the husband at marriage. In others, if the wife dies without children, the husband takes all the property; if he dies the wife gets but one-third, and in some instances only a life interest in this. In a number of states if the woman earns furniture, clothes and food by her own labor, the husband may sell them and pocket the money. If the wife breaks an arm or leg she cannot sue for damages, but the husband sues the cause of the injury for the loss of her services, and the money belongs to him. In more than one-half of the states little children, from seven to twelve years of age, may consent to their own ruin, and the mothers are powerless because the law sanctions it.

In forty-three states women are forced to pay the full amount of their taxes and are permitted no representation, not even the privilege of voting for the assessor. They are compelled to obey laws they have no voice in making and, when accused of crime, they are refused trial by a jury of their peers. Space is too brief to mention all the inequalities of the law. It is true there have been many improvements since the day when the old common law of England everywhere prevailed, which gave a man the same ownership of his wife as he had of his horse or cow, but these changes have represented the labor of years. It will also be found that, almost without exception, the champions who secured the repeal of the obnoxious laws were pronounced woman-suffragists, and they will testify that the difficulty has been infinitely greater because they were working for a disfranchised class. Our law makers represent their constituents, the ones who placed them in power. They have an eye single to the interests

of those who possess the influence of the ballot. They are not legislating for Chinese or Indians or idiots or women. Women have the right of petition, but legislators scorn a petition which is not signed by voters. Massachusetts women petitioned twelve years for the right to own the clothes upon their backs. While the natural progress of public sentiment may, in the next fifty years, be sufficient to strike out most of these unjust laws, is it necessary to await the slow process of half a century? Can anyone doubt that if women were enfranchised it would be one-fourth of that time until there would be an absolute equality of the laws?

It will be observed that in considering this question only the equity has been noticed. The social side, the effect of woman's ballot upon education, temperance, morality, and kindred matters, has been entirely omitted, because there may be a variety of opinions upon these subjects; but it does not seem possible that there can be a difference of sentiment upon the point that, in matters of justice, all should have the same privilege and the laws should bear upon all alike. We ask our readers of both sexes to lay aside prejudice and consider this subject from the standpoint of reason, logic and broad humanity, and answer the question whether a government can be truly republican which makes these invidious distinctions.—*Mrs. Ida A. Harper in Firemen's Magazine.*

TOLEDO, Aug. 14, 1891.

Editor Railway Conductor:

Please allow me space in THE RAILWAY CONDUCTOR to make a few brief mentions.

At our last regular meeting, Aug. 7, we had the pleasure of a visit from our Grand President, Mrs. Ragon. She was here for the purpose of instructing us in the new work, and although here officially we were none the less pleased to meet her. Our Past President, Mrs. McMillen, was also with us for the first time in several months, as she has been absent in Oregon for some time.

Sister Prince had the misfortune to lose her pocket book on her way to attend the meeting Aug. 7. A collection was speedily taken up and the necessary funds raised to defray her expenses home on the street car, for which she very gratefully acknowledged her thanks, as a walk of two miles with the thermometer at 95 in the shade was something not to be desired.

Sister Emma E. Bork has been transported to the blissful realms of grand motherhood and has taken the contract to furnish free of cost good advice or catnip tea, as the case may require, for the next eighteen years.

Don't think, our railway friends, because of this nonsense that we don't have any serious thought, for they are many and close together, especially when our husbands don't get in on time.

Now, brothers, as I think you will be pleased to know that your wife worries over your absence, I will tell you what I think—it is this: There is only one class of people that have a harder time in this world than the railroad man, and that is their wives.

Yours very truly,

MRS. J. POWERS,
Corresponding Sec.

TOLEDO, O., Aug. 15, 1891.

THE CONDUCTOR for July, with its pages overflowing with select articles, is at hand. I have searched in vain for the report from the sister who was chosen to write up the convention of the L. A. to O. R. C. Something unforeseen may have happened to prevent her furnishing the report. I feel so sure something is due not only the sisters of the Grand Division but the sisters of Capitol City Division also, that I have dared to face even the waste basket. Now, Mr. Editor, have mercy. Could you have been in Columbus on June 9, and seen the comely sisters you would certainly have pronounced them the wives of O. R. C. men. It is said of the brothers you can always tell them; there is an indescribable something that distinguishes them from other men, and that something is manifest with emphasis in the sisters. There were sisters from all parts of the country united in the bonds of a common sisterhood which I am sure none of us wish to discard.

We were met at our trains by representatives of Capitol City Division and conducted to the homes of our sisters and the hotels of the city. After dinner we proceeded to I. O. O. F. Temple where the convention was called to order by Sister Shumaker, president of Capitol City Division. We were welcomed by very pleasing addresses from Brothers Wagner, Southard, Morrell and Mangan and some other brothers whose names I did not get, after which the brothers retired. The convention was then placed in charge of Grand President Mrs. C. E. Ragon. Our G. P. impressed all as a woman of marked ability. We all look up to and admire her and she is in every way well qualified to fill the position to which she has been called the third time. The manner in which she has conducted the work reflects great credit not only upon herself but upon the wives of O. R. C. men also. We hope great things for her this year. She has worked so hard and faced so many discouragements that a woman of less

force of character would have been completely discouraged. But, sisters, all organizations must necessarily have a beginning, and much praise is due those who have taken it upon themselves and carried the burden until it is established and a success. Of the other members of the Grand Division we can truly say they are sisters whom we respect very much, and certainly the Grand Division of the L. A. to O. R. C. is a success. Much hard work was systematically accomplished and the manner in which the various committees worked could result in nothing but success. Each day the proceedings became more interesting. Finally, as comes to all things earthly, came the last day, which was one of the most interesting days of the convention. It was also one of hard work. The election of Grand Officers was in order. One of the good things of the day was the speech of Sister Stonehouse, placing in nomination Sister Ragon for Grand President. We present the speech for the benefit of those who were not permitted to be present:

Worthy President and Sisters:

I wish to place in nomination for the office of Grand President of our organization a sister who by her prudence, tact and good sense, has endeared herself not only to the members of the Grand Convention, but to every member of the Order; one who has worked and striven by all honorable means to make our organization nobler, better and purer, one who has overcome and surmounted the innumerable difficulties that beset our pathway until at last we are acknowledged and recognized by the Grand Division of the Order of Railway Conductors as a necessary aid unto themselves; one whose untiring zeal in the Order has been the means of building it up to its present strength; her ideas have grown and expanded and kept step with the grand march of the Order; her integrity, ability and intelligence are unquestioned; she is familiar with the workings of the Order in everyone of its varying phases, and has had the experience necessary to carry us upward and onward to brighter and better things. I, as a representative from the blue grass region of the west, nominate for our next Grand President the present able incumbent, Mrs. Chas. E. Ragon.

The election resulted in the following efficient corps of officers:

Grand President, Mrs. Chas. E. Ragon, Columbus, O.; Grand Vice-President, Mrs. W. H. Stonehouse, Creston, Iowa; Grand Secretary and Treasurer, Mrs. W. E. Higgins, Columbus, O.; Grand Senior Sister, Mrs. C. L. Springer, Philadelphia, Pa.; Grand Junior Sister, Mrs. A. W. McIntyre, Toledo, O.; Grand Guard, Mrs. Geo. E. Partridge, Frankfort, Ind.; Chairwoman of Executive Committee, Mrs. A. W. Brown; Elkhart, Ind.

The Grand Division closed to meet in Philadelphia, Pa., the second Tuesday in June, 1892.

Too much can not be said in praise of the sisters of Capitol City Division, as they were constantly on the alert to see nothing was left undone which would add to the enjoyment of the visitors. We were hardly through one pleasure ere another was offered. There hospitality was of such a pleasing nature that we can never forget it and the good sisters of Columbus have a place all their own in our hearts.

I can almost see the editor frown at the length of this so must close. I wish to be remembered as "one that was there."

MRS. JAS. H. MOORE,
Toledo, Ohio.

Editor Railway Conductor:

Trusting, that although the ladies' department of your magazine, is so well filled, yet, I may find room for a little talk. I take pleasure in speaking through its columns to the many sisters who read it monthly. I feel that although all mankind should feel themselves as sisters and brothers to each other, yet it naturally follows that those whose interests are directed in the same way, are a little more closely united in sympathy. At present I feel that all train men's wives are living almost in "unnatural widowhood," as "Nasby" said in an article of his referring to "some ones wife," but I sometimes think that such frequent separation from each other often binds them closer together, so perhaps even if a railroad man and his wife, are not so much together they more fully appreciate each other than the majority of married people do. I mean for one to get all the consolation from the surrounding circumstances that I possibly can. I find by the other articles that I am not the only one that "puts up lunches," and I am going to try that "fruit cake receipt" right away. I have gotten much valuable information from others through their letters, and would be glad in turn, to write something helpful to them. I have a receipt for fried cakes, or (doughnuts,) that perhaps will come before the eyes of some one that will be as glad to get it as I was.

1 cup of sugar, 3 eggs, 1 cup milk or water, $\frac{1}{2}$ tablespoon butter, two teaspoons baking powder, salt, and lemon essence to suit. Beat the whites of the eggs to a froth. add the yolks with the sugar and butter, mix as soft as possible and roll very thin. Fry not too fast, and roll in powdered sugar while warm.

L. M. C. spoke of being interested in anything pertaining to the "little ones," we, that have them of our own always are. As for us, we have both boys and girls, and I often have to call on my ingenuity to both interest and clothe them. Our

boys are older than the girls, and have nearly passed the age that makes their father's "half worn pants available for their "new ones," but good summer pants have been transformed into good winter ones by using a package of black diamond dye stuff on them, going according to directions, and faded derby hats are made to look almost like new, by going according to the directions of another sister, who tells how to make the strong dye in a small dish, and after washing the hat thoroughly, take a stick, wind a cloth around it, and wet the hat thoroughly with the stick dipped in the strong dye. I also recolored the cord that was faded on the back of jet trimmings, in the same way, and it truly looked like new.

These often fall rainy days call into requisition all the umbrellas, big and little, in the house, and sometimes one picks up a once good silk umbrella, wishing it wasn't cracked and torn so, while the handle and body are yet good. As one exclaimed a short time ago, "Why I bought this and paid three dollars for it only last summer, and just look at it now!" I then showed her my new umbrella made out of the old one. It was renewed by ripping off the old cover, laying one piece down, (width ways,) on black sateen, and cutting out the eight pieces in this way, sewing them up on the machine, and fastening on as the other was fastened. I often use this umbrella myself, and the children each are glad to take it with them to school on rainy days. I have taken more than my share of room already, but, as the sisters are doing their fall sewing, I want to speak of a nice saving way to fix up the little girls. Aprons are almost all made without sleeves now, and how nice pretty bright sleeves, and yokes look, peeping out of them, but to buy a whole new dress as often as the busy little arms wear out the sleeves, cannot always be afforded. Now if you sew up the skirts to the aprons, they look just as well, and do not fly open and disclose the dress, so you can then put new sleeves and yokes in the little dresses with but trifling expense, and the little girl is just as happy as she would be with a wholly new dress. One can also combine goods made over, in a very convenient and presentable way, from this suggestion.

Yours truly,

INTERESTED.

A Visit To An Animal-Painter.

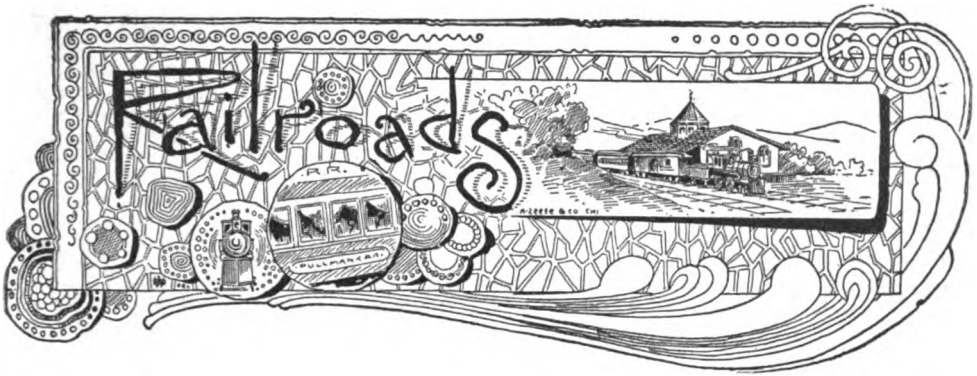
His studio is one of those great, ugly houses called studio-buildings, ever so many stories high, which rich men build for artists to live in, if they can pay a good high rent. If you were to see one you would know without being told that it is not an ordinary house, for it has great, high windows, each one as large as three or four of the windows in your house.

And when Mr. Dolph's door is open to you you think of some fairy tale you have read; perhaps of some kindly spirit who takes the unfortunate princess through gloomy, dark passages, and then at the 'Open Sesame!' brings her suddenly into a beautiful palace; for here, once in the studio, you think that you are in one of the rooms of some old palace away in Europe. Here are beautiful eastern carpets in the soft, rich colors which artists love; great, high-backed chairs all carved, brought from Italy, chairs on which knights and ladies have sat hundreds of years ago; old, curious musical instruments which make you wonder what they would sound like and how they were played; a carved chest which some old Venetian noble gave to his daughter, filled with brocaded dresses and dresses of cloth-of-gold, and silver, table linen, and so on, not forgetting the little silver casket fitted with money and jewels, her wedding dower when she was married, perhaps four hundred years ago; guns, swords, daggers, pistols, from Arabia, Persia, and other far-away countries, of curious shape and so wonderfully wrought and inlaid with gold and silver and precious stones as to make you wonder why tools for killing people were made so beautiful. But the funniest things are behind an old Spanish screen of many folds, where you might think the artist's wife keeps her gowns—for skirts and robes hang there, so many that she might change her dress three times a day for a month. But should Mr. Dolph give you permission to take them down and examine them you would know that she does not wear them, and that anybody who should, nowadays, would be well laughed at, for they were all made for people who died before your great-grandmother was born, and a number of them are not unlike the dresses worn by the people whom Mr. Birch draws for *St. Nicholas*. I fancy that some of you think this must be a museum. Well, yes; in one way it is, because the things are all curious and interesting and out-of-the-way. But a museum is a place where people go to look at things, and this is a place where ever thing you see is made of use. "Why," you say. "Mr. Dolph does not dress up in these funny dresses, and wear armor, and carry these odd-shaped guns and pistols?" Oh, no; but he paints them in his pictures. They are his patterns—that is, they are the things he works from, just as the plans and sketches and photograph in an architect's workroom are the architect's models. This is the reason why in France a studio is called an *atelier*, which is French for workshop.—*St. Nicholas*.

Love.

Love came at dawn when all the world was fair,
When crimson glories, bloom, and song were rife;
Love came at dawn when hope's wings fanned the air,
And murmured, "I am life."
Love came at even when the day was done,
When heart and brain were tired, and slumber pressed;
Love came at eve, shut out the sinking sun,
And whispered, "I am rest."

—*Century*.



Appreciation and Successful Railroading.

It was Mr. Chauncey M. Depew who said, truthfully enough, that the prosperity of the railroads meant the prosperity of the country. As an indication then of good times, present and prospective, may be mentioned the fact that the railways in this vicinity have just closed a summer season of unexampled prosperity. The passenger business, especially on the roads running out of Albany, has, we are authentically informed, been larger the last three months than during any previous summer in their history. The Delaware and Hudson has carried more passengers during June, July and August than ever before, and while the travel has been principally pleasure seekers going to Saratoga, the lakes and the Adirondacks, their numbers have been the best indication in the world of general welfare and abundance among the people. Money having been freely spent and circulated for the common weal, the entire public is incidentally benefited.

Not alone has the D. & H. enjoyed a safe and successful season, but the New York Central and the West Shore make equally agreeable reports. The pleasure travel on the latter road, principally to the Catskill mountains, has been unprecedented, notwithstanding the cool summer; and it has been carried on so admirably as to call for an expression of formal thanks from the superintendent of the road's employes. This is so novel a proceeding, so unique a document for a presumably soulless corporation to issue, that we make bold to publish it entire. It reads as follows, and is addressed to the employes individually:

WEST SHORE RAILROAD, }
 WEHAWKEN N. J., Sept., 1891. }

The withdrawal of summer trains today marks a period in which the train service of the Hudson River Division has been greater than ever before, and on the fact that it has been conducted with absolute safety and with remarkable freedom from interruption or delay, congratulations are in order:

1. To the Road Master, his assistants and foremen, for a safe track, which is the first requisite of a successful service.
2. To the Master Mechanic and his foremen at New Durham, Kingston and Coeymans Junction, for the prompt response to every call made for engines, and their intelligent assignment with reference to their intended work; and to the foreman at Weehawken for untiring zeal in keeping the passenger equipment always ready for service.

3. To train Dispatchers for great vigilance in moving trains, watchfulness in the distribution of power and equipment to meet every requirement of the service, intelligence in regulating the freight train load with reference to the capacity of the engine, the state of the weather, and the traffic on the line.

4. To the Yard and Station Masters and Agents, for diligence in making up trains to start on time and for keeping the yards and terminals free of traffic, which is the principal factor in promoting prompt and economical service.

5. To the Passenger Conductors and Trainmen for uniform politeness to the patrons of the road, careful attention to the ventilation and cleanliness of coaches, and their own personal appearance; but a single complaint having been received at this office indicating the contrary.

6. To the Passenger Engineers for being ready to start immediately on signal from the conductor, the exercise of good judgement in running, and alertness to stop when necessary.

7. To the Freight Conductors, Engineers and Brakemen, for strict observance of train rules, and for faithfulness to duty under all circumstances.

8. Last but not least, to the Block Operators for unerring certainty in giving their signals, upon which service immunity from train collisions is largely dependent.

This is a world of ceaseless activity, and with the withdrawal of summer trains we are on the threshold of a period when freight traffic promises to reach unprecedented proportions. We, therefore, bespeak a continuance of the struggle under the old banner—"Eternal vigilance is the price of safety."

Yours truly,
 W. G. WATSON, Superintendent.

Nothing to the average man is so sweet as appreciation, and it may be that Superintendent Watson's circular will have a beneficial effect upon the general railroad service. Surely it can do no harm. It shows the workers that their zeal, courtesy and energy is acknowledged at headquarters. An esteemed and prominent railroad man, however, suggests, to THE PRESS AND KNICKERBOCKER that the employes would much prefer a very small advance of wages to a very large dose of well intended "taffy," as a token of appreciation. We dare say. But that will come in time. The Vanderbilts, who have generally kept their word with their men, have invariably

declared that the success of the road meant the material profits of the men who made it successful, from the president down to the track laborer. This being the case, we can all rejoice that the reports for the railroads at this time are so satisfactory, and so full of promise for the future.—*Albany Press and Knickerbocker.*

If there is any class of men who have learned by experience that "talk is cheap," it is the railway employes and the person who made the above noted suggestion to the *Press and Knickerbocker* was correct; a little extra remuneration for the extra labor required to handle this extra traffic by which the company made extra money would have convinced the employes of the earnestness of the extra thanks.

Railroad Legislation.

The States of Iowa and Texas are being subjected to adverse criticism owing to legislative action relating to railroad management within their borders. The *Chicago Herald*, commenting upon the situation, says:

In Iowa railroad legislation has been carried so far that the railroads have cut down their train service to a minimum and are doing nothing within the borders of the state that they can avoid, while railroad construction has practically ceased. Texas is, however, as much worse than Iowa than Iowa is worse than New England. The managers of Texas railroads have come to the conclusion that there is no chance for a square deal there under any circumstances. Texas has a law which provides for the confiscation of any railroad charter unless the management maintains general offices in Texas. The Atchison has a few miles crossing the northwestern corner of the State, but is obliged to maintain that line as an independent railway with a resident corps of officials. For the same reason the Gulf, Colorado & Santa Fe, which is owned by the Atchison, is operated by a Texas staff. It is estimated that this law costs the Atchison \$750,000 to \$1,000,000 yearly.

The trouble between railroad magnates and states lies chiefly in the fact that the magnates, as soon as their charters are granted with all the valuable franchises which their charters guarantee, totally ignore state authority and set up the claim that the people have no rights that they are bound to respect, and if they, the people, find fault it is due entirely to their ignorance or cupidity, or both; that it is a war upon capital deserving ceaseless reprobation; that the people are incompetent to manage their own affairs and require the guardianship of the aforesaid magnates.

On the other hand, the people are assuming to know their own business. They, too, are students of finance and economics, and they are delving into the mysteries (?) of railroading and propose to be heard!

The *Herald's* statement, that it costs the "Atchison" from \$750,000 to \$1,000,000 a year to obey the law, has the appearance of exaggeration—and few there are who will believe the story—and the other statement, relating to Iowa roads has all the ear-marks of bluff, the position of the roads being that of direct antagonism to the authority of the state.

The theory put forth is that railroads are of incalculable benefit to the country, and the declaration is, upon general principles, admitted to be true, but it does not follow, because the general proposition is admitted, that there are not numerous instances where great wrongs are perpetrated and require correction; as, for instance,

the government acted wisely in granting pensions to Union soldiers, but subsequently it appeared that attorneys who prepared the papers to enable the veteran to obtain his rights under the law, were ceaselessly victimizing the soldiers, hence the law restraining the greed of the legal sharks. Like the statements of average wages of working men, it sounds well for the employer to say, "average wages paid by me are \$2.50 a day," and thus it happens that the poor fellow who receives seventy five cents a day, by which his family is kept on the ragged edge of starvation, is overlooked. If, therefore, railroads are a "great blessing" Iowa proposes that some of the benefits shall fall upon the people of the state, as well as upon the gentlemen who receive dividends upon the watered stock and mortgage bonds. In other words, the blessings are not equitably distributed.

The farmers who "feed the world" have become impatient. The roads were built to aid them, not to rob them, and they are demanding such rates of transportation as will enable them, at least, to hold their own. For this they are making a valiant stand in Iowa and Texas. In fact, throughout the country. It seems rational and natural.

The assertion that the railroads of Iowa have cut down their train service to a minimum and are doing nothing within the borders of the state they can avoid, is indicative of a spirit totally at war with things of good report. It is virtually saying to the people of Iowa, "If you enact what we deem unwise laws, you shall pay such penalties as we may choose to inflict." And according to the *Herald* the penalty so far is the reduction of the "train service to a minimum," that is to the lowest point practicable. What objects have the railroad magnates in view by the adoption of such a policy? Is it not designed to intimidate the people? Does it not say "change your laws or take such penalties as we may choose to inflict?" It is a repetition of the arrogance of the national banks when they gave Congress to understand if it passed certain laws, they would create a panic. Is it not the outcropping of plutocracy clearly defining its purpose? Verily.—*E. V. Debs in Fireman's Magazine.*

The above is commended to the prayerful consideration of Bro. Martin of the *National Federationist* and Bro. Honin of the *Railway News-Reporter*, who are agreed in being "ferminist" any railway control, though in open warfare on everything else.

Colorado Midland Railway Co.

SCHEDULE OF PAY OF FREIGHT CONDUCTORS AND BRAKEMEN—SECOND DIVISION.

EFFECTIVE APRIL 1, 1891.

ARTICLE I.

Section 1. Overtime on all regular and extra trains will be computed as follows;

Conductors, 35 cents per hour.

Brakemen, 25 cents per hour.

Fractions of an hour over thirty minutes will constitute an hour.

Sec. 2. The following schedule of wages will be paid train men for runs specified :

Run No. 1, Leadville to Aspen Junction, 62 miles.

Single trip, Conductors, \$4.00;

Single trip, Brakemen, \$3.00.

One hour will be allowed for turning at Aspen Junction, when the yard crew is not on duty. Over-time to be computed after seven hours, and paid after such time has been exceeded thirty minutes.

Runs No. 2 and 3, Leadville to Aspen or Cardiff, 81 miles.

Single trip, Conductors, \$5 00;

Single trip, Brakemen, \$4.00.

Time consumed in turning will be allowed as over-time, at the regular over-time rate, when done by regular crew. Over-time will be computed after nine hours, and paid after such time has been exceeded thirty minutes.

Run No. 4, Leadville to New Castle, 98 miles.

Single trip, Conductors, \$6 30;

Single trip, Brakemen, \$5.30.

Time consumed in turning will be allowed as over-time, at the regular over-time rate, when done by regular crew. Over-time will be computed after ten hours, and paid after such time has been exceeded thirty minutes.

Run No. 5, Local Freight between Leadville and Aspen Junction, 62 miles.

Conductors will receive \$115.00 per month, and Brakemen \$80.00 per month; twenty-six days to constitute one month. Over-time will be computed after eight hours and thirty minutes, and paid after such time has been exceeded thirty minutes. When crews on assigned runs are wanted for extra service, they shall be notified at end of preceding trip, and paid as per through rate.

Sec. 3. Short trips, Leadville and Ruedi, 49 miles.

Single trip, Conductors, \$4.00 ;

Single trip, Brakemen, \$3 00.

Over-time and time consumed in turning will be paid as per run No. 1.

Leadville to Sellar and return, 31 miles.

Round trip, Conductors, \$4.00 ;

Round trip, Brakemen, \$3 00.

Over-time and time consumed in turning will be paid at regular over-time rate.

Short runs between Aspen Junction and Aspen, Cardiff or New Castle, 18, 20 and 38 miles, will be paid as follows:

Conductors, \$4 00 per day.

Brakemen \$3.00 per day.

Five hours or less will constitute one-half day; over five hours, and not exceeding ten hours, will constitute one day. Over-time will be allowed after ten hours and paid for after such time has been exceeded thirty minutes. All short runs not provided for herein shall be paid at the above daily rate. Freight train crews used in passenger service will be paid at the freight train trip or daily rate.

Sec. 4. Work train crews will be paid as follows :

Conductors, \$115.00 per month;

Brakemen, \$75.00 per month.

Twenty-six days will constitute one month, and twelve hours will constitute one day's work. Over-time will be paid at the regular rate after twelve hours. When work trains are ordered to move at night, crews will be paid at regular freight train rate.

ARTICLE II.

Section 1. Dead-heading.—Crews or men dead-heading will be paid as per trip or daily rate, applying to the district over which the dead-heading is done. Such crews will stand first out ahead of the crew with which they dead-headed. When crews are called and their services are not required, each man will receive one-half day's pay and stand first out.

Section 2. Dismissal or Suspension.—No train man will be dismissed or suspended from the service of the company without just cause. When a train man considers his discharge or suspension to be unjust, he may make a written statement of his case and submit it to his superior officer, and may designate a train man, who is in the employ of the company on the same division, and said superior officer, together with train man named, and some other superior officer, will investigate the case as soon as possible. If the dismissed or suspended employe is not at fault, he will be reinstated and receive full pay for time lost during the investigation. The right of train men to confer with the officials is recognized, and leave of absence will be granted for that purpose to the parties concerned.

Section 3. Yard Crews —Yard crews will be maintained as heretofore, and, as soon as practicable, crew will be put on to do the New Castle and Coalridge yard work. Cardiff yard crew in train service shall receive freight crew's pay. Train crews switching at New Castle will be paid at the regular over-time rate.

Section 4. Callers and Rest for Crews.—Callers will be maintained at terminals and provided with a book and have written therein the train the men are called for, the time of calling and their signatures to same. Crews will be called as near as practicable, one hour before they are due to leave. Train men will not be required to go out when they need rest; of this they will be the judge, but will notify the proper officer of same at the end of prior trip. When train men, on account of sickness, find they cannot go out, they will give the Train Master ample notice in order to avoid delay to trains. Eight hours will be considered sufficient rest.

Sec. 6. Allowance for short, extra or special, and other runs not provided for in schedules, and for extraordinary delays, will be made by the Superintendent, on a fair and equitable basis, consistent with the general plan herein given.

W. J. LAWRENCE,
Superintendent.

W. C. COOPER,
O. R. C. 252.

W. HENDERSON,
O. R. C. 252.

C. L. GILBERT,
O. R. C. 252.

H. F. RITTER,
B. R. C.

Committee.

Approved:

H. COLLBRAN,
General Manager.



Three well-known Canadians contribute to the October number of *Outing*. In "How We Ride Our Wheels," Grace E. Denison points out the value of cycling as an exercise for women, and valiantly champions the cause of common sense and the right of the sisterhood to possess wheels. From the banks of the lovely Grand river, E. Pauline Johnson, true to her Mohawk ancestors, sends a delightful story of a cruise—"Ripples and Paddle Plashes," and in "Upper Peninsula Runways," Ed. W. Sandys tells of rattling good sport in the dark woodlands west of the "Soo."

St. Nicholas seldom publishes a number without some decided novelty. Here in the October issue we find an account by Margaret Bisland of "A Curious Relic," namely, a part of the figure-head of the old frigate "Constitution." Andrew Jackson was the figure chosen by some of his admirers, and one of his opponents stole the head from the bow of the ship. Its after adventures were curious, too. Lovers of anecdotal history will welcome this paper, which is illustrated from photographs.

Another but minor novelty is a short letter from Meredith Nugent explaining where grasshoppers and crickets tried to hide their ears until Sir John Lubbock rummaged them out for us. It would be a knowing boy indeed who would not be surprised to find a grasshopper's ear on his foreleg.

"Black Art" is a sketch designed to revise the delights and suggest the possibilities of that very antique device, the silhouette. The author, Jack Bennett, protests against the disuse of the art, and presents his strongest arguments in the very humorous black pictures which go with the sketch he has written.

J. H. Dolph, the well-known painter of cats, dogs, and such small deer, furnishes to Mr. Fraser of *The Century* Co. many interesting details of his art-work, and some amusing experiences with feline models. Engravings from his paintings serve to intensify the curiosity which the article cleverly satisfies. The text is admirably adapted to the comprehension of the youngest readers, and thereby becomes lucid and delightful reading for all.

Scribner's Magazine for October is led by the fourth article in the series on "Great Streets of the World." Mr. W. W. Story, the eminent American sculptor and writer, who has spent the most of his life in that city, writes of "The Corso of Rome," recalling its mediæval glories, and giving many personal reminiscences of his sojourn there, with picturesque descriptions of the street as it exists at the present day, its palaces, monuments, churches, and public buildings, and a vivid account of the Carnival in its gayest days—the races of the Barberi and the closing night, when thousands of wax tapers are lighted and carried about the street. The illustrations for this article are by Ettore Tito, a Roman artist, who has caught the spirit of this most historic street. There are also several very entertaining out-of-door articles—Archibald Roger's adventures in "Hunting American Big Game," and with it Dr. J. N. Hall's short paper on the "Actions of Wounded Animals," which sportsmen will find of very practical interest; Edward L. Wilson's "Biography of the Oyster," from the planting of the seed to the market; and Major J. W. Powell's account of the origin and probable effects of the new lake in the Colorado Desert. The fiction of this issue includes a long and amusing instalment of "The Wrecker," by Robert Louis Stevenson and Lloyd Osbourne; a detective story, "Captain Black," by Charles E. Carryl; and a tale of the classic days of Greece and Rome by Dr. Ernst Schottky, a German resident of New York, who originally wrote this tale in his mother tongue. A paper on "Carlyle's Politics" as revealed in his essays—with poems and the Point of View—completes a strong number.

Some idea of what the illustration of a magazine means, may be obtained from the announcement that the publishers of the *Cosmopolitan* paid Madeleine Lemaire for the illustrations of "Three Women of the Comédie Française" ten times the amount paid for the article. Madame Lemaire is one of the most famous of French illustrators, and her work in the *Cosmopolitan* this month is accompanied by that of Kate H. Greatorex, A. F.

Jacassy, F. G. Attwood, Dan. C. Beard, W. H. Goater, F. G. S. Bryce, C. R. Grant and others. The illustration of the *Cosmopolitan* has always been one of its special features, but this month it exceeds in this respect all previous numbers.

Amélie Rives' striking story, "According to St. John" is brought to a dramatic close in this number. No other piece of current fiction by an American author has attracted so wide attention as this tale of Paris life, and the concluding pages fully sustain the interest awakened by the earlier chapters.

A new feature of the *Cosmopolitan*, and one which is original with that magazine, is the publication each month in the forms of foot notes, of a number of little portraits with brief biographies, of the writers of the various articles. However widely read one may be, there is apt to be something of information lacking regarding the vast number of writers who appear in the periodicals of the present day, so that these brief biographies and small portraits are proving very satisfactory to the average reader.

An unusual magazine feature, and one which will be read with avidity by women who are curious regarding Turkish life, is an article on "Modern Women of Turkey," a beautiful description of Oriental life by Osman Bey, a distinguished Turkish gentleman now visiting the United States. The most timely article of the number is a description of the New Desert Lake—the phenomenon of the barren region of the south-west. Besides the story by Amélie Rives, Hjalmer Hjorth Boyesen contributes a short story of Norwegian life, in which a beautiful mare figures as the chief character—a charming story for all lovers of the horse.

The chief feature of the number, however, is an article on Cincinnati by the man who is most capable of preparing something interesting on that city—Murat Halstead—illustrated by sketches by Jacassy, who visited Cincinnati for that purpose.

The opening article of *The Century* for October is the closing one of Mr. Kennan's series, and is entitled "My Last Days in Siberia." He describes his experiences among the Kachinski Tartars and the political exiles of Minusinsk, and with the "plague-guard" or quarantine, and narrates the journey by way of Tobolsk and Tiumen to St. Petersburg.

The promised article by Hiram S. Maxim, the inventor, on "Aerial Navigation" appears in this number, and considers particularly the question of the power required for aviation. Mr. Maxim discusses the philosophy of the subject and relates the progress of his experiments at Kent, England,

which are illustrated with drawings of the machine employed. He also adds a forecast of the possible future uses of the new mode of locomotion.

The paper in the Gold-Hunting Series is entitled "Tarrying in Nicaragua," and is a record of the California trip in 1849, as told in the letters of the late Roger S. Baldwin, Jr., one of a party of Yale graduates who went to the Pacific by this route. In addition to the flavor of gold-seeking, it is an attractive account of the country itself; the text is illustrated, largely by drawings by Gilbert Gaul, made in Nicaragua. An allied paper by Lieutenant Henry R. Lemly of the army answers the question of its title, "Who Was El Dorado?" and corrects a popular misapprehension as to the meaning of the word. It is very fully illustrated with drawings and with engravings of much delicacy after objects, chiefly of gold, from the Ruiz-Randall collection of Chibchan antiquities.

Colonel E. V. Sumner, of the army, gives a graphic account of the Indian massacre of 1879 under the title "Besieged by the Utes," to which Mr. Remington lends the aid of his pencil. A concluding paper on the Custer massacre shortly to appear will complete a group of papers on a class of frontier warfare which is almost, if not quite, in the past.

A paper of unique interest is Mrs. Joseph Pennell's description of "A Water Tournament" at Martigues, in the south of France, a sport which is in the nature of a joust, with lance and shield, from elevated perches at the prows of boats, with a background of Provencal pagentry. The illustrations are by Mr. Pennell.

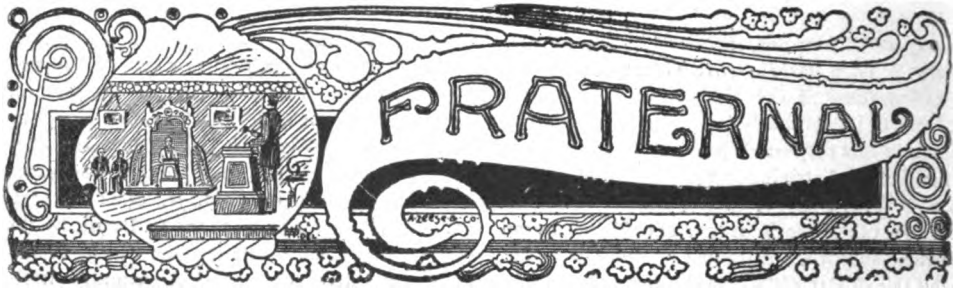
In the series of Italian Old Masters, Mr. Stillman writes briefly of Lorenzo di Credi and of Perugino, the master of Raphael, and an engraving by Mr. Cole of a work by each accompanies the text.

J. G. Nicolay writes of "Lincoln's Personal Appearance," and General H. V. Boynton discusses "The Relation of the Press and Public Men" from the point of view of a veteran Washington journalist, noting particularly the relations of the later presidents with the press.

In "Topics of the Time" are editorials on "A Cheap-Money Retrospect," "Presidential Voting Methods," "The Key to Municipal Reform," and a tribute to Mr. Lowell as poet and citizen; and under the title "The Century's National Magazine" a plea is made for the broad view of controverted questions which it is the custom of this magazine to take.

In "Open Letters" there is a lively discussion of the "Laurels of the American Tar in 1812," by H. Y. Powell, an Englishman, and Edgar S. MacLay the author of a paper of the same title in *The Century* for December last.

Apocryphal of Mr. Kennan's closing article, the editor prints a brief but significant extract from the preface of Mr. Kennan's forthcoming volume, by way of reply to certain criticisms of his papers in *The Century*.



Wisdom in Rhyme.

There's danger lurking 'neath the guise
Of many a smiling face,
There's treason sleeping in the eyes,
Where truth we used to trace;
We've deadly foes on every hand,
Who play their hellish pranks,
But, boys, the worst, o're all the land,
Are those within our ranks.

Gigantic labor reels, to-day,
In anguish on the plain,
Cursed by a fratricidal fray,
Which causes deadly pain
To those who watched the grand career,
United men enjoyed,
Who felt the dawn of justice near,
Alas! for hopes destroyed.

How long, Oh Lord, will selfishness
In human breasts prevail?
To-day in sadness and distress
Are orders of the rail;
It ruled instead of wisdom when
Cool judgment should have sway,
And filled a bitter draught for men
To drink for many a day

Creative brains had pondered long
On how was best to build
A bulwark, which would guard 'gainst wrong,
When e'er a tyrant willed;
A structure which was raised with skill,
Did all their efforts crown,
Till hands, that should protect it still,
Were clasped to pull it down.

A sadness reigns in hearts where hope
Was wont to hourly cheer,
And men around in darkness grope,
Their courage awed by fear.
An open foe with guns aslant
They'd meet in war's array,
A hidden one their bosoms daunt,
And saps their strength away.

For God's sake let us harmonize,
With reason for our guide;

In union is our grandest prize,
In peace we must abide.
Close up our scattered ranks once more,
And in each other trust,
If not our warring we'll deplore,
When cowering in the dust.
Shandy Maguire in Firemen's Magazine.

CHADRON, Nebraska, Sept. 9, 1891

Editor Railway Conductor:

Along in July, (owing to a gentle request from the Supt. to take a vacation of 15 days) I resigned my position on the "Main Stem of the Q" and started out hunting a job. I succeeded in obtaining a position on the Mountain division of the F. E. & M. V. Ry, Chadron, Neb. being the Division headquarters.

The Supt. here, Mr. E. C. Harris, has charge of the divisions from Chadron east, as far as Long Pine, 193 miles, from Chadron west to Casper, Wyo., 193 miles, and from Chadron north to Belle Fouché, So. Dak., 160 miles, besides branches running from Whitewood to Deadwood, and from Buffalo Gap to Hot Springs. He is a wide awake energetic man, built upon the rustling plan; he insists upon having good, sober, experienced men running trains under him, men who know their business, and are willing to do it.

There are no toughs wanted here in the train service. Only gentlemen can expect to succeed and demand recognition, under this gentleman's administration, and the result is, that out of 35 conductors running out of here, 27 of them are members of the Order, two of the balance have presented petitions, while four others have not been running long enough to join, but will do so, as soon as they are permitted to, leaving virtually, only two conductors here, outside of the Order. I doubt if there is any other division in the country, that can show up a better record than this. Among the 27 O. R. C. men here, there are 18 of them that are married men, and some of the balance are willing to be.

This would be a splendid place for the ladies to organize a division of their auxillary. Eighteen

married women, all talking at once, just imagine the racket they would make!

Long Pine Division No. 173, O. R. C. is located here, and its Chief Conductor, Jas. W. Finnegan, is the right man for the place. He has the interest of the whole Order at heart, and works for the benefit of the boys, both in the division room and out of it. He is the kind of a man that Bro. Loughbridge of Div. 21, would be "stuck on." I am indebted to Bros. Finnegan, Warner, Cullivan, and Robinson, for many courtesies that I have received since my arrival here.

I never met more sober, intelligent, gentlemanly men, than are running trains on the F. E. Ry., and any man who is a good member of the Order, is sure of a hearty welcome and assistance from them, if he needs it.

The divisions here are much longer than the average division, consequently, when a conductor makes a trip here it counts. The average mileage during the stock rush is about 5000 miles per month.

On the north line, a branch leaves Buffalo Gap, for the famous Hot Springs of So. Dakota. Its waters are celebrated for their medicinal virtues, and are a Mecca for the rheumatic afflicted, who come in legions, to bathe in their warm health-restoring baths. When I came here, an old gentleman 65 years of age, came up on the train with me, all crippled and walking on crutches, and in two weeks after he had been at the springs, he was umpiring a game of base ball for the championship of the Black Hills, between the Hot Springs and Deadwood clubs. At least this statement was made to me for the truth, and as my informant was bigger than I am, and wore two six shooters besides, of course I believed him.

I have received so many courtesies, and acts of kindness, from members of the Order running here, that I feel as if I wanted to change the words of the immortal Burns, and make them read:

When deaths dark stream I ferry o'er,
A time that surely shall come.
In Heaven itself I'll ask no more,
Than just a 'Black Hill' welcome."

Yours in P. F.,

"STONEY."

UTICA, N. Y. Sept. 4th, 1891.

Editor Railway Conductor:

I think somebody from our Division should say something, and if nobody else will, why let me say something, merely to tell the Brothers of my Division of my whereabouts, and also those of Defries Division No. 88, of which I was a charter member. Brothers by reading this communica-

tion, you will see that I am still in this wide world. I am braking on the great four track road, the N. Y. C. & H. R. R. R. between Utica and Albany N. Y., until something comes.

I ought to close but I cannot without saying something about our officers here. We have for Train Master, 'Bro. C. A. Beach, who is a gentleman in every way,' and a good railroad man, who is well liked by all, and we have for day yard Dispatcher, Bro. S. M. Owen, who is an A. one railroad man and a hustler from way back, and also Bro. A. William, for night yard Dispatcher, who is also very nice if you keep the right side, but none must try to pass here with a light train when he has cars to go. We have also Bro. Dan Egan for yard Dispatcher at West Albany, who is a good railroad man and the engineers will tell you that Bro. Dan is a hustler. Sometimes he hurries them so much that they don't have time to fill up all the oil cups.

Bro. Editor please don't think of your waste basket when looking this over, correct my errors and have this published and oblige,

Yours truly in P. F.,

AIMY V. FIOLA, Div. No. 29.

PORTLAND, Ore., Sept. 4, 1891.

Good morning, Mr. Editor!

I pray you give me credit for

This brief communication from Div. '91.

In fraternal bonds cemented,

We are peaceful and contented;

In this land of fruit and flowers,

Toward the setting sun.

While our membership's increasing,

Our endeavors are unceasing,

On each initiation day, to have a "lot of fun."

New Brothers of ability,

Displaying their agility,

To the assembled members

Of Division '91.

Yours in P. F.,

L. W. CANADY.

Late of Div. 57.

ARGENTA, Ark., Aug. 30, 1891.

Editor Railway Conductor:

As it was my sad duty to accompany the remains of our late deceased Brother, F. W. Minar, who died in this place August 20, of congestive fever, from here to Elmira, New York, where they were sent for burial, I desire through the columns of THE CONDUCTOR to return the sincere and heartfelt thanks of the bereaved widow, relatives, friends and myself to the members of Elmira Division, No. 9,

for their kindness in attending the funeral in a body and burying our late Brother according to the burial service of the Order. I especially desire to thank Bros. Ball, Dewey and Misner, of the Wabash R'y, and Bros. Powers and Faatz, of the M. C. R'y, and Bros. Gunnison, Sachler and Kilrow, of the D. L. & W. R'y for kindly assistance rendered us in route. I cannot close this article without thanking all members of the Order running out of this place and especially members of Little Rock Division 131, of which Bro. Minar was an honored member, for the true Brotherly way they did their duty in this time of need. As Division 131 will take appropriate action at the proper time, I remain

Yours in P. F.,
J. D. HUNT.

CLEVELAND, O., Sept. 2, 1891.

Editor Railway Conductor:

The question of federation is again being brought up here now and as I am classed as an agitator by some, I want to have a few words to say on this subject. In the first place we must federate ourselves as members of the O. R. C., before we can federate with any other orders. We must drop all petty jealousies and come down to hard pan and preach the golden rule and practice just what we preach, and uphold our members in what is right and just no matter whether he be freight, or passenger conductor, or whether he is braking; if his cause is right, we must back him for all we have, but to do this we must federate among ourselves so as to be solid to a man. Then we can enter into system federation and after system federation, national federation is sure to come. There is one other subject that should be brought before all divisions of the Order, and that is just this, we should be careful not to admit anyone in the Order unless he is competent to be employed as a conductor on any single track road in the United States.

Our motto should be quality not quantity and the sooner we adopt this principle, the sooner we will be able to form a Federation.

Yours in P. F.,
NEWTON.

JIMULCO, Mex., Sept. 13, 1891.

Editor Railway Conductor:

Having read considerable in the different railway journals about Federation, and as no one has thus far advanced my idea in regard to federating the laboring organizations, I have taken the task upon myself to make public my idea. It may or may not be feasible or practicable, although I think it is both, still there may be thousands who

will disagree with me, for that reason I ask you kindly to give publicity to my plan as I should like to see what comments or controversy may arise therefrom.

My plan is as follows: Let the O. R. C., B. R. C., B. R. T., B. L. E., and B. L. F., elect delegates next year for a grand joint convention to be held in 1893, all to meet at the same time and place and then and there organize a new organization by which these five organizations become extinct and are combined in one grand organization of train and engine employes by which the four avocations retain their individuality but still are combined in one grand strong combination. I believe such an organization could be created and that it would do away with all the friction and petty strifes and jealousies that we now have between the different occupations.

The organization to consist of four degrees, one degree to be assigned to each of the four avocations, for example, we will say degree one be assigned to locomotive firemen, degree two be assigned to railroad conductors, degree three be assigned to railroad brakemen, degree four be assigned to locomotive engineers. No one to be eligible to membership in any one of these degrees except such as are following or have followed the occupation of fireman, brakeman, conductor or engineer a certain length of time to be determined on. The subordinate lodges to have a quiet meeting place where all four degrees meet at one and the same time and place to be governed by one president, four vice-presidents, one secretary and treasurer, and such other officers as may be needful for the proper administration of the affairs of the lodge. Each degree be entitled to and elect by ballot one vice-president and he to be elected from such degree only, for example, any member of degree one in good standing in the lodge is eligible to hold office as vice-president of degree one and can be elected to that office only by members of degree one. The president and all other officers of the lodge to be chosen by popular ballot in the lodge irrespective of what degree the candidate may be a member of, thus a member of any one of the four degrees is eligible to one of the popular elective offices. The president to be presiding officer of the meetings with the vice-presidents to assist him. Should he be absent one of the vice-presidents shall act as presiding officer. In event of more than one of the vice presidents being present when the president is absent, the one to act as president to be the oldest one in age of the vice-presidents present, irrespective of the degree of which he is a member.

The presidents and vice-presidents to constitute

the board of control before whom all grievances or troubles should come for adjustment, the president to act as presiding officer of the board. All grievances and troubles which may come before it be acted on by ballot and in event of a tie vote the presiding officer to have the deciding ballot, if they are then unable to adjust the difficulty, be authorized to call on and request the grand board of control to adjust the trouble or grievance for them.

Each degree be entitled to and elect by ballot one delegate to the grand lodge, thus each subordinate lodge would have four delegates.

The grand lodge to meet annually, elect officers and transact such business as may come before it, the officers to be elected by ballot and hold office for two years, but would suggest that at the first convention, held two of the vice-presidents be elected for a term of two years and two for a term of one year, by doing thusly, in case of a change in the administrative offices there would always be a sufficient number of experienced officers in office to hold the newly elected vice-presidents level, or until they became accustomed to the work required of them in their new official position. Then we would have two vice-presidents to elect at each annual convention and one president, secretary and treasurer, journal editor and manager, and auxiliary officers to elect at every second annual convention.

The president to be presiding officer of the grand lodge with the four vice-presidents to assist him, all officers to be elected by ballot, and of the four vice-presidents one to be elected from each degree and by ballot in such degree only, for example, any member of the grand lodge in degree one and of good standing is eligible to hold office as vice-president of degree one and can be elected to that office only by members of degree one.

The president and other officers of the grand lodge be elected by popular ballot and any member of the grand lodge in good standing is eligible to hold one of those offices irrespective of the degree which he may be a member of.

The president and the four vice presidents to constitute the grand board of control before whom all grievances and troubles should be carried that cannot be adjusted by the board of control of the subordinate lodges, all grievances and troubles brought before it be acted on by ballot and in event of a tie vote the president to have the deciding ballot. The decision of the board to be final. It and it only to have the power to authorize a strike. It to have the power to adjust any and all difficulties between the railroad employes and employers. It also to have the power to con-

tract with any railroad or system of railroads to furnish and keep them furnished with employes in the different branches of train and engine service.

The president, vice-presidents, secretary and treasurer, editor and manager, of the journal, and other officers of the grand lodge should be paid a sufficiently large salary so we can command the services of the very best material amongst us to fill these important offices.

I have proposed an organization of only four degrees for the reason that as a starter it would be amply sufficient; but additional degrees could be created to take in other branches if so desired.

By my plan subordinate lodges could exist of one, two, three or all four degrees and each subordinate lodge would be entitled to representation in the grand lodge by one delegate for each degree it may have. That would cover localities where it would be impossible to have a four degree lodge.

I advocate this plan of Federation as it would be a union of the men in the branches I have proposed and such a union in which there would be a wonderful amount of strength. Strikes would almost be unheard of, there would be no petty strifes and wrangles amongst the organizations as a whole nor petty jealousies amongst the individual members thereof, such as there are now by one organization feeling that they have been imposed upon, their rights trampled or trespassed upon and in retaliation making trouble for each other, because then we would be one grand organization of Brothers, and an injury to one would mean injury to all. Whereas, we now have in these four branches five distinct organizations, and frequently find one pulling against the other, and making enemies amongst each other which is just what railroad corporations want, because just so long as one organization is pulling against another, just so long are the employes at their mercy; but once union is established on a firm basis, we can demand our rights and unless unreasonable we can expect to get them, because we will have means by which we can compell them to give us our reasonable rights as wage earners.

By my plan the secret work should be alike for all four degrees, so that a member of degree one can hail a member of degree two, three or four as the case may be, the only distinguishing feature be a card on which is to be written, printed or officially stamped the degree and division number to which such member may belong.

I also advocate such an organization on the score of economy, as by my plan for the four avocations there would be only one set of grand officers, one journal, one convention for the grand

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lodge, and one meeting place for subordinate lodges. But as we are now situated we have five sets of grand officers, five separate conventions, five separate journals, and five separate meeting places for the subordinate lodges. It is reasonable to suppose that my plan would save thousands of dollars to the train and engine men, besides give them a strength and service from their own organization that never could be obtained from the five separate ones as they now exist. Would not this plan virtually be system and general Federation combined. Some may have objections to this plan on the score of insurance being interfered with; of such I ask could not the insurance feature of the different organizations be incorporated in the new organization, and could it not be carried out more safely, cheaper and more satisfactorily than is now being done.

Some might think that such a powerful organization should have more officers in control so as to assure a more conservative management of affairs, if such an idea should prevail, it would be an easy matter to substitute eight for the four vice-presidents, thereby making the grand board of control consist of nine instead of five.

In regard to transportation, would we not be in position to ask that our cards of membership should be honored by the railway corporations over their lines. And would we not have an organization that would make it necessary for every honorable train and engine man to seek membership therein.

"I should like to hear from my co-laborers in regard to such a plan as I have prepared.

Yours in P. F.,

G. F. HABERNIGG.

Div. 159.

A Reliable Friend.

In placing before the readers of the RAILWAY CONDUCTOR our new ad. which will be found in this number, we endeavor to call their attention to what we consider one of the best watches ever placed before a class of men, whose daily avocation require the most accurate time keeper. The railroad men's watch is one to which we have devoted our best efforts, both in quality, durability and cost. We are giving extra good value by having the cases manufactured in the latest fashion, Bassin style, thus securing an absolute dust proof watch, with an elegant outward appearance.

The movement is manufactured by the celebrated Hampden Watch Co., of Canton, Ohio, and is not surpassed by any movement in the country. We think we are warranted in expecting a large demand for this watch, during the brief time we will have it on sale.

JOS. P. WATHIER & Co.,

To the General Committee A. T. & S. F. System.

Dear Sirs: At a regular meeting of Div. No. 11, Sept. 7, correspondence was read from Bro. D. Kimble in reference to general grievance committee meeting. I will say to all, we have been ready for the past few months to have this meeting held, have discussed the matter pro and con, and now we are highly pleased to see that the matter will soon be settled and a permanent chairman elected. This will be a very important step and the chairman we elect must be of the best material in our ranks, not hasty, no brawler, but a true O. R. C. man, as we are now a protective organization it is our first step, and our leader as well as local committees should and must be our best conductors, with experience in handling all difficulties before the different officers of our system. In sending a delegate, do not send a hot headed Brother; a reserved, cool man is much better and will accomplish more and more for our Order in the future.

Div. No. 11 sends her bid for the meeting to be held at Newton, as it is the center of all the system and easy of access from Galveston, Chicago, Denver, and Las Vegas. We will give you a hall pleasantly located free, and endeavor to take as much expense from different divisions as possible, will endeavor to have a part of the Brothers taken care of in our different families, making the cost lighter for other divisions on the system. We hope ere this comes out in THE CONDUCTOR that the meeting will have been called and a chairman appointed and all arrangements perfected. Come to Newton as it is the place where the first O. R. C. committee met to formulate a schedule for the A. T. system, which was a success for our Order, as well as other trainmen. Come.

CHAIRMAN COMMITTEE.

New River Division No. 140.

HINTON W. Va. Aug. 24, 1891.

Editor Railway Conductor:

Through the columns of our Journal and in behalf of the officers and members of this Division, I am called upon to extend our united thanks to the conductor's wives and lady friends, and especially to Mrs. Bailey, and Mrs. Tardy, for a lawn fete given for the benefit of the Order, on the evening's of Aug. 21 & 22. The entertainment was to have been given in the Court House Park, but owing to inclement weather it was found necessary to adjourn to the Opera House, where ice cream and cake, lemonade and other delicacies were served, also fine music was furnished for those wishing to enjoy the hour in dancing, and from my standpoint, I think all danced for even the very child-

ren were whirling the giddy waltz and polka, and I am informed by Mrs. B. that, although the circumstances of bad weather was against us, the social was a success in all other respects, and it is pleasing to add that the proceeds donated to our Division will be placed in the treasury, to be used for the relief of the members and their families. We, as members, have reason to feel highly grateful for the ever liberal patronage extended this and all entertainments given by the Order, and we hope at no distant day to help organize a ladies' auxiliary at this place. We need their assistance to farther advance our social intercourse. Division 140 is doing some fine work and is keeping its timber manufactured up closely, and we are getting in the right kind of material who are not afraid of work and are regular attendants. With our present C. C. presiding, and his efficient staff, I can but see prosperity and perpetual friendship to follow.

Very respectfully yours in P. F.,
A VISITOR.

KNOXVILLE, Sept. 8, 1891.

Editor Railway Conductor:

I regret very much to see the lack of interest manifested by your readers in regard to the question on train order which was published in your issue for July, '91. May be they are all of the same opinion as D. M. D., but that cannot be, as I feel sure that more than one half of your readers would be against his opinion. D. M. D. says that he does not consider it much of a problem, neither does anyone else I suppose, as they think that it is too simple to require an answer. Just about as I thought before it became a question for discussion among the men here, and even the railroad officials disagreed on it. The subject was brought before the American society of railroad superintendents and they most heartily disagreed, and I considered that as that body could find enough in the question to warrant a discussion we could certainly do the same. C. A. Hammond secretary of the Superintendents Association says: "It has certainly proved to be an interesting discussion." The question put to the Superintendents was as follows: "If an inferior train is given right of track order against a superior train to a designated point, is it competent for a train dispatcher to issue subsequently an order making a definite meeting point between trains designated in the right of track order at an intermediate station unless and until the previous order giving right of track to inferior train is superseded or annulled?"

May be seeing that the question is now put in the language that superintendents use it will draw

out some answers. For the information of all and especially for D. M. D, who is on the affirmative side of the question as it now appears, I will give the result of the question as put to the superintendents. Out of seventy replies received, representing fifty-three roads, also a mileage of 50,057 miles, eighteen were in the affirmative, seven in the affirmative with a proviso, twenty-seven in the negative, eighteen in the negative with a proviso making yea twenty-five and nay forty-five quite a diversity of opinion. I am now done with it unless some one desires a debate on the subject. I may in a short time write up this section of the country for the Brothers.

Fraternally in P. F.,
SWIPES.

GARRETT, Ind., Sept. 9, 1891.

Editor Railway Conductor:

As my last did not happen to find the waste basket I will endeavor to let the Brothers still know that we are all doing nicely, and there is no one who likes to see the Order prosper any better than myself, and if they will permit me to say that Britton Division 138, O. R. C., is in a good and prospering condition now and still gaining more new members at nearly every meeting and there are several more waiting to join but as business is dull at present it is almost impossible for some of them to spare the money as they need it to live on. Although we have lost some of our members who withdrew for the purpose of starting a new division at Chicago Junction, O., where there is a division of the B. & O. with about fifteen or eighteen Order men and no lodge home. Hope they will succeed in getting it started as we Brothers will meet with them every time there so as to help them all we can, and they have a prospect of several new members. Good for the boys, do all you can and we will help you all we can. The Order in this section is progressing nicely. Now let everybody put their shoulder to the wheel and keep it moving along, and we will be on top at last and the victory will be ours.

Yours in P. F.,
UNO WHO.

DENVER, Colo., Sept. 18, 1891.

Editor Railway Conductor:

I am to-day in receipt of your last issue, and in looking over the mentions, I was much pleased with your comments, on the action taken by a certain Division, whose treasurer has gone wrong and had appropriated the funds belonging to the division to his personal use, or what is more likely, had spent the money in a way which was not to his or any other persons use. I think this division

should receive the hearty co-operation of every member of the Order, and I believe it will, of every honest member; when the members of a division place confidence in one of their number, and place in his hands not only the records, but the finance of the division, and he so far forgets, not only the duty he owes to the division and Order at large, but the duty of taking good care of this trust for the sake of a good name for himself and his family, not to speak of the violation of the obligation taken at the time that he takes the office, it is my firm belief that he should be dealt with in the same manner that he would be if he was a public or a government officer.

And further I believe it to be the duty of the delegates representing the different divisions, when assembled, to enact such laws that it would be necessary to give a bond in order to be allowed to fill the office of treasurer, and that bond made large enough to cover any amount of money that might accumulate in the treasury of which he has charge.

And in addition to this I believe that it is the duty of every division to have the financial affairs of the division checked up not less than once, and better, twice a year by some one *competent* to check up an account, and pay a man to do this, if there is not a competent book-keeper a member of the division, and not let it go by default as is usually the case when the division committee are left to pass on the accuracy of the books; this is not because the division committee mean to be wrong but simply because they are careless, and say, oh he is all right, and let it go; and in my little experience since I have been a member of the Order I have known of four instances, where if the treasurer had been called upon for the money they could not have got it and some of them have not got it yet, but hope to.

I would like to hear from others on this subject as it is one of importance to all and different ideas may tend to get some law that will cover this ground, which in my opinion is now neglected.

CORRESPONDENT.

NORTH DANVILLE, Va., Sept. 18, 1891.

Editor Railway Conductor:

Working under dispensation from Grand C. C. I organized Division No. 288, at this place on Aug. 23, 1891. Special session of grand division was opened at 2 p. m., with the following officers: R. W. Moore, G. C. C.; L. T. Royall, A. G. C. C.; A. M. Hooper, G. S. C.; E. M. Lacy, G. J. C.; J. H. Smith, G. S. and T.; J. R. Wright, G. J. S.; A. M. East, G. O. S.

After the division was duly opened the charter members were admitted and the work communi-

cated to them. After which the following officers were elected and installed for the remainder of the year: W. H. Goodman, C. C.; J. W. Harvey, A. C. C.; A. M. East, S. and T.; C. G. Page, S. C.; E. M. Patterson, J. C.; R. M. Hooper, I. S.; J. R. Wright, O. S.; W. H. Goodman, C. G. Page and E. M. Patterson, finance committee. The address of all the officers is North Danville, Va. This division will be known as North Danville Division No. 288, and will meet every second and fourth Sunday at 2 p. m.

While I do not predict a large membership for this division I am satisfied it will be one of our best working divisions, as the officers elected and the material with which they have to work are all first class men. I extend thanks to members of Divisions 221, 205, 158 and 152 for their presence and assistance.

I am yours truly in P. F.,

R. M. MOORE, C. C. 221.

ATLANTA, Ga., Sept. 22, 1891.

Editor Railway Conductor:

Unfortunately for the members of Atlanta Division 180, they elected me their correspondent for the present year and as to how well I have performed the duty I leave for our members to say. My own judgment is, I have been very negligent, this being my first since our meeting in St. Louis, last May, and did I not represent the finest lot of Brothers in the Order, I believe I would have ere this been retired and sent to the rear; however, our grand and noble division has been enjoying such a season of progress and prosperity we have, I fear, fallen into a rather selfish mood—as it were, enjoying a little kingdom of our own. Notwithstanding, our long silence with our boasted prosperity, we owe it largely to the wise legislation performed by the last Grand Division at St. Louis, enthusing not only new life in the insurance department but the whole Order. The growth of our division has been enormous since our St. Louis meeting, and the interest manifested in the insurance department is very gratifying indeed to all lovers of our noble Order, and I fully believe that the day is not far distant when every member of the O. R. C. will have provided himself with one or more policies in the insurance. We still hold our meetings every Sunday afternoon, our attendance ranging from forty to sixty members. Our young and handsome chief conductor, Brother Ed. Acker, seldom fails to let the gavel fall promptly at two o'clock and then he knows exactly how to rush business and we never fail to have a sufficient amount on hand to consume the entire afternoon. I find in some localities and even here among our number some ob-

jections to meeting on Sunday; I myself, at one time was opposed to Sunday meeting, but here in Georgia where the laws of the state prohibit freight trains running on Sunday, makes it the most convenient day for the largest number of members to attend the meeting, and for the good of the Order I waived all objections and now join heartily in our Sunday meetings, feeling that if we have no more serious charge to answer for in the great hereafter we will be extremely fortunate. Our assistant C. C., Brother Daniels, has left his old love, the Central railroad of Georgia, and has accepted a position on Marietta & North Georgia railroad and is running between Marietta and Knoxville, Tenn., but he has been able to so arrange his run that he very seldom fails to be found in his accustomed seat at our meetings. Also our Brother secretary, Ed. S. Fairbanks, now yard conductor in the N. C. & St. L. yard, W and A division, he never fails to be in his important position at meetings and his official acts are open for inspection whenever desired by the board of trustees. I would like to mention the names of all the other officers but would consume too much of your valuable space, and in order to make a long story short I will just simply say, take it all in all we have a good working division, live members, several long winded fellows, never know when to round up when once started, and, while we have a large number of visiting brothers every Sunday, will say there is room for all that will come, and I assure you in behalf of Atlanta Division you will receive a hearty welcome. And now Brother Editor I am requested to ask you to use your influence with me in having Brother E. E. Clark pay us one visit, we are all anxious to see him and you can just say to him if he does not come, we will use some strategy—rake up some business in the Order to get him down this way and we will find room for as many brothers as he can bring with him.

Yours truly in P. F.,
J. H. L.

CORONADO, Cal., Sept. 5, 1891.

Editor Railway Conductor:

The writer's attention has just been called to a statement made by your paper, to the effect that the Coronado Beach Company dismissed from its service Mr. Geo. W. Howard, now Grand Chief Conductor of the International Brotherhood of Railway Conductors.

The assertion, although doubtless honestly made, is very unjust to Mr. Howard, as it also is to the company mentioned. Mr. Howard has served the Coronado Beach Co., and other com-

panies with which the writer has been and is connected, with marked fidelity and ability. The severance of his relations with the companies referred to was entirely voluntary on his part, as well as a cause of regret to his employers. The peremptory discharge of such a man would be unworthy of any company.

Believing it to be your policy to act with perfect fairness toward all, the undersigned would ask that you give the same publicity to this statement of fact as was given to the charge above named.

Yours very truly,

E. S. BABCOCK.
Pres. Coronado Beach Co.

We are very glad to give place to the above letter although THE CONDUCTOR has not stated that Mr. Howard was peremptorily dismissed by the Coronado Beach Co. Prior to any knowledge on our part of Mr. Howard's connection with the B. of R. C., and prior to his election as its executive, we were informed that he would leave the service of that company in the near future on account of the abolition of the position held by him. Mr. Howard left the service of the Company about the date mentioned and we understand the duties of the position have since been performed by others, and this would certainly seem to substantiate the statement made to us.

ANDREWS, Ind., Sept. 20, 1891.

Editor Railway Conductor:

After reading the various opinions of different members of the Order in reference to the article on "rights of trains" in July number, signed "Swipes," I have come to the conclusion that there are members of the Order who are studying standard rules as adopted by the General Time Convention. That is one of the strong points in behalf of our organization—to make our members better qualified to fill the position of a conductor. I have had this question under discussion in this vicinity ever since the union meeting in Logansport when Brother C. S. Wheaton was informed by members in Indiana that a change was desired in our executive. Now I find there are many of our best posted—on time card rules and precedents—who hold opposite views of the "right to the main track" upon a "meeting order" given after a "reverse of rights order." Some holding that the "will meet" order supercedes or annuls the right of track order. I believe this is the interpretation given by W. P. Daniels, the grand secretary and treasurer of our Order, also by a superintendent of the C. & O. R'y., Master of Transportation Bell of the L. E. & W. R'y, and several of our most prominent conductors. If I

am not mistaken, the Vandalia conductors operate their trains daily under this view. Bro. O. T. Dewey of Chillicothe, O., holds to what I believe to be the correct view, yet I do not concur with him in calling it "*something easy*" for I believe the brothers who differ with us, Mr. Dewey believes they are *right* and that we are *off*. The opinion I have formed is based on the rules "finally adopted by the General Time Convention, October 12, 1887," which are considered "*standard*" by the majority of the mileage on this continent. Order No. 1 is given under Form "C" which reads [(1) No. 2 Eng.—has right of track against No. 1 Eng.—Mecca to Mirbat.] and you will note there is a note under the heading in brackets which reads. [Note. This form of order must not be used when Form A can be used.] Now, literally this note does not cut any figure in the movement of a train under form "C" yet why was it placed in the rules unless to show that a difference of construction in the meaning of this order might not arise and brand it as a dangerous form to be used. Order No. 2 is given under form "A" which reads [No. 1 Eng.—and No. 2 Eng.—will meet at Bombay.] Now does order No. 2 kill order No. 1?

Rule 523 reads: "Orders once in effect continue so until fulfilled, superceded or annulled." Now if the dispatcher wishes to annul or supercede order No. 1 he must conform to form "L" by giving (to annul) a third order to both trains viz: "*Order No. 1 is annulled*" or (to supercede) by adding to order No. 2 "*this supercedes order No. 1.*" Now going back to rule 523—the question is when is order No. 1 *fulfilled*. When the trains mentioned in order No. 1 meet, now they certainly meet by the use of order No. 2; now if a meeting point was made, order No. 1 not being given, they act according to card rights but order No. 1 being still in force to be fulfilled the card rights are reversed, and "Swipes" No. 23 which had card rights would take siding where they met No. 24. Now there are certain cases where a dispatcher can put out a meeting order at a meeting point and you can very readily see how a collision could occur where a siding was long and obstructed from a clear view if according to your views, Mr. Editor, the train having card rights of a ruling train were to receive the order before they got to the meeting point and the train which was ruling under order No. 1, got their order at the meeting point. The rule adopted by "we folks on the Wabash" is right according to Mr. Dewey's view in the September CONDUCTOR, page 492. But a ruling by our officials makes it so while we have men who hold to ye editor's view. Now as to our order work I notice that everything written thus far in reference to the acts of

our representatives in reference to their withdrawing the petition to the Supreme Council of U. O. R. E. has been that of "O. K. approved" and I see some of our divisions have "*resolved*" that it is O. K. Now I differ with them and suppose you will "*lean back with your hands behind your head and rock away*" (and every old timer in the G. D. knows what that phrase means) and whispers to Orange, *kicker*. The subject of general federation was not discussed as it should have been at St. Louis, as you know well enough the discussion was all on one side and the *Globe Democrat* says the great speech of Garrettsen settled it in the minds of the delegates what they wanted done and of course it would have been a waste of valuable time for anyone to have talked against it as he would not have changed the vote. I believe the Order is an labor organization and the first great rule for the success of labor is to see to it that their chosen representatives do and act to the best of their ability according to the wishes, desires, acts, rules and laws made by the representative body which chooses these leaders. A practically unanimous vote of the G. D. says to her leaders, petition the Supreme Council. Now if the delegates at St. Louis voted their instructions there must be a great change of opinion in the minds of the people (the individual members) in reference to general Federation. I cannot believe that our grand officers of this organization would have been injured in the least had that application been rejected instead of withdrawn. Do you think had it been rejected that there would not have been another Supreme Council formed of which we would have been a member? Is the Order of Railway Conductors afraid of the B. R. C., the S. M. M. A.? No, there is in this land to-day among the railroad men in train service a better feeling of respect and confidence in one another than has been for years, and I truly believe that if the grand officers who are continually roasting, calumniating and calling names at one another would get in accord and touch with this good fellow-man feeling that is growing more and more every day, the lot of the railway employes of this country will be a happier one than it ever was, and we will have, as far as the conductors of this country are concerned, one grand unanimous shoulder to shoulder as one man organization with E. E. Clark as the general at the head of the conductors. Old Baldy as general at the head of the brakemen. Mr. Sargent, the firemen's general, and the engineers' will have a general who will be more in touch with the rank and file and less with Mr. Depew.

Now I believe that to be the millenium desired at St. Louis, a continuance of these grand union

meetings, where they ignore the fights of these grand officers (which they failed to, at Ft. Wayne and spoiled a great deal of the good done,) and have speakers like Mr. Coffin and others who do not take the rostrum for *buncombe* but to cement the members of the different organizations into closer and warmer friendship, and like the government of the United States, we will not have to maintain a standing army with a commissary of \$100,000.00 useless lieutenants, then it will be no harder for us, if necessary to take care of Geo. Howard (in our own way) than it was to take care of Brother W. P. Daniels and some others at St. Louis. Not wishing ye editor to be responsible for this I will sign it so a few members may know who the *kicker* is, and if this does not go to the waste basket will come again a "*leettle*" harder, about \$46,500 worth.

Yours in P. F.,
ALBERT H. CUTTER, of the Wabash.

MARION, Ia., Sept. 14, 1891.

Editor Railway Conductor:

We have read the article in the August number of THE CONDUCTOR, where it speaks of Mr. R. B. Campbell, formerly superintendent of C. & C. B. in Iowa of C. M. & St. P., located at Marion, Ia. We consider that the article does the gentleman great injustice in a number of ways, we will admit that in regard to discipline, he was thorough and a man worthy and capable of filling any position he undertakes. We are also glad to say that when employed under him and in running over lines of which he was superintendent, we received only fair and impartial treatment from him and when he left Marion our best wishes went with him.

GEO. H. VANDERCOOK,
H. S. HEBBERLING,
J. I. JAMES,
C. E. MITCHELL,
R. LOVE,
C. R. CORNELIUS,
R. TEMPLETON,
F. M. KELLEY.

SALT LAKE CITY, UTAH, Oct. 1, 1891.

Editor Railway Conductor:

DEAR SIR AND BRO.:—I would like to ask you (or the Brothers) through the CONDUCTOR, your opinion in regard to a claim in the Railway Officials' and Conductors Accident Association at Indianapolis, Ind. I will begin by abbreviating the simple facts. My N. Y. M. here held a paid up policy for \$4,000, \$25.00 a week indemnity. He was shot while he was eating his breakfast in a restaurant here on the 6th day of last June, and died from the effects of the wound the 11th of last August. His policy was made out to the benefit of his brother who is a one-armed man, who lost his arm on the railroad. After Kirby had been shot about six weeks he got me to make out a claim on regular form but he received no reply from them, and since his death his brother left it in a lawyer's hands here for collection. He has written them and gets no reply. Now, I am car-

rying \$3,000 in the same company and a good many others here, and we would like to know why this claim is not paid.

Kirby had no quarrel with Lida (the man that shot him). It was cold blooded murder. He shot his own little five-year old boy and then himself after shooting Kirby and gave no word of warning or reason for shooting.

I cannot see any clause in the policy to cover this case or how they can avoid paying it.

Respectfully yours in P. F.,
J. W. RHODES.

WHEELING, Sept. 29, 1891.

Editor Railway Conductor:

At three p. m. Sept. 20, a special session of the grand division was opened for the purpose of organizing Division 289 with a full charter list. The following were the acting officers; D. G. C. C., C. H. Wilkins; D. A. G. C. C., Brother Utterback of Div. 14; D. G. S. C., Brother Edwards of Div. 100; D. G. J. C., Brother Carney of Div. 190; D. G. I. S. Brother Maxon of Div. 14; D. G. S. and T., Brother Eberline of Div. 114.

After the division was regularly opened the following were introduced and the work communicated to them: G. W. Gordon, Wm. Hoffner, H. G. Bambrick, H. D. Cook, Wm. Anthony, C. T. Huntsman, R. Dow, F. Burk, J. E. Moore, I. R. Fowler, F. Triplett, H. D. McDonald, J. A. Piggett, F. Crouch, J. W. Smith, after which the three degrees were exemplified on L. J. Anthony and C. M. Hirst.

The division was duly constituted according to law, and the following officers elected: C. C., I. R. Fowler, Box 175, Bridgeport, Ohio; A. C. C., G. W. Gordon; S. and T., Wm. Hoffner, Box 81, Bridgeport, Ohio; S. C., F. Burk; J. C., J. W. Smith; I. S., Wm. Anthony; O. S., L. J. Anthony; and were duly installed, Brother Edwards acting as marshal. The name of the division is "Wheeling" 289, and will meet at 1:30 p. m. eastern time, first and third Sundays in K. P. Hall 1223 Market street.

While I do not predict that this will ever be a strong division, numerically, I can see no reason why it should not become a good working division and be a power of good to the Order, and I am satisfied that if the same degree of interest is entertained by the members as that which actuates them at present that it is an assured fact that Wheeling Division 289 will be second to none in the Order. I take this opportunity of thanking through you, all the brothers who so kindly aided me in this organization, assuring them that their support was fully appreciated.

After the organization was completed all repaired to the Hotel Behler where a banquet was spread and it requires no assurance from me that the brothers all did their full duty, and a general good feeling prevailed that added greatly to the success of the day. Assuring all that if they find themselves in the city of Wheeling that they will find the latch string of 289 on the outside, and bespeaking for them all the success imaginable, I am yours in P. F.,

C. H. WILKINS, A. G. C. C.



Unskillful Management—Petition—Trespasser.

1. In an action claiming damage for the wrongful death a petition is good which alleges that the intestate, "by the carelessness, negligence and unskillfulness of the defendant railway company, its conductor, engineer, agents and servants, while running, conducting and managing certain trains of cars, was run over," etc.

2. Where persons have been accustomed for a long time to use a railway company's track as a tow-path, and the company has never objected, such persons are not trespassers within the meaning of the statute, forbidding persons to use railway tracks as highways. Judgment for \$5,000 affirmed.

LeMay vs. Missouri Pacific R'y Co., Mo. S. C., First Div., July 29, 1891.

Carriers of Passengers—Injuries Inflicted by Fellow Passengers—Police Powers.

This action was brought against the defendant company to recover damages for injuries received by plaintiff by reason of being assaulted by a fellow-passenger.

The court holds that passengers are entitled to protection as such. That common carriers of passengers are bound to exercise through their conductors and agents the highest care and diligence in the conduct and management of their business, to prevent accidents or injuries to passengers on their trains. This is the general rule as applied to the ordinary discharge of their duty as carriers. But in respect to the danger of injuries from the misconduct of fellow-passengers, and the duty of enforcing proper police regulations, the obligation of the carrier is qualified or limited by the nature of the relation to the passenger. It has no right either to refuse to receive or expel a passenger, except for cause. But the carrier, through its conductor and agents, must exercise the greatest diligence consistent to the public and to all the passengers, and neglect no reasonable precaution to protect passengers from insult or injury from its servants or fellow-passengers; but it cannot be said that a carrier is directly liable for the wrongful acts of a fellow-passenger. It is the duty, however, for a conductor or other servant to interfere under an implied police power to prevent an abuse of a passengers privilege. Hence, it is held in general, that the conductor of a railway train is bound to exercise the utmost diligence in maintaining order and guarding the passengers against violence, from whatever source arising, which might reasonably be anticipated or naturally be expected to occur in view of all the circumstances, and the character of the persons on board. There-

fore, if this duty is neglected by those in charge of the train, without good cause, and a passenger receives injury which might have been reasonably anticipated, or naturally expected from one who is improperly received or permitted to continue as a passenger, the carrier is responsible.

But where a passenger provokes an assault, and the conductor hastened to separate the parties no recovery can be had. This is true even where the passenger is assaulted a second time, and while in the care of the conductor, the latter interfering promptly because the second assault was evidently unlooked for and without warning.

Mullen vs. Wisconsin Central R'y Co., Minn. S. C., August, 1891.

Ejection of Passengers—Excessive Damages—Note.

ACTION FOR DAMAGES. By the rules of the defendant company every passenger is required to procure a ticket before entering the cars, or, in default thereof, the conductor is obliged to collect an additional sum of 25 cents, for which a rebate certificate is issued. The plaintiff failed to procure a passenger ticket in consequence of the absence of the ticket agent at the station, and upon his refusal to pay the fare demanded by the conductor, and required by the rules of the company, was required to leave the train at the first station, which he did; but no actual force or insulting language was used, and no personal injury suffered. Held, that the damages were compensatory only, and that, under the circumstances in evidence, a verdict for \$500 was excessive.

Finch vs. Northern Pacific R'y Co., Minn. S. C., July 24, 1891.

NOTE.—Plaintiff knew of the company's rule requiring conductors to collect extra fare from ticketless passengers, but by reason of the company's neglect to have the ticket office open, delegated to himself a license to refuse compliance. He was left at a place where there was no convenient accommodations for travelers, and was delayed in his journey. The court held that his exclusion from the train was wrongful, notwithstanding the conductor acted in good faith, for it was the fault of the company that no ticket was procured. The jury gave him \$650 as damages. This was voluntarily reduced by plaintiff to \$500, and on appeal this amount was held to be excessive. The court held the company liable on the ground stated, but declared the rule in question to be a reasonable one, and hence the conductor could not evade it. The conductor having acted in good faith, using due care and discretion, the court ruled that unless \$250 of the verdict be remitted a reversal would be ordered and a new trial granted.



MERIDIAN, Miss, Sept. 13, 1891.

At our last regular meeting the following report was received and resolutions adopted.

We, your committee, appointed at the last regular meeting to draft suitable resolutions in regard to the death of our worthy Brother, Ed. Rawls, beg to make the following report:

On the evening of August 17th Bro. Rawls was coming into Meridian with his train, the weather being extremely warm Bro. Rawls concluded he would ride a short distance on the pilot of the engine, when, alas! they had run but a few miles the cylinder head blew out knocking him off, the wheels passing over him, causing his death in a few short moments. Therefore be it

Resolved, Thile while we bow in sorrow to the will of an all-wise Providence that we know "doeth all things well," we shall always cherish the memory of him that was pure, noble and good.

Resolved, Further, that we, as Brothers of Ogilvie Div. 105, Order of Railway Conductors, tender to the mother, brothers and friends of our late Brother, Ed. Rawls, our deepest sympathy in their sad bereavement. Further

Resolved, That a copy of these resolutions be sent to our late Brother's family, be spread on the minutes of the division and a copy sent to THE RAILWAY CONDUCTOR for publication.

R. E. HARRIS,
H. RUTLAND,
D. A. RAY,

Committee.

ELMIRA, N. Y., Sept. 21, 1891.

Mrs. Louisa Stickels, wife of C. E. Stickels, the well-known and popular Erie conductor, died at the family residence, No. 813 East Second street, Friday morning, aged forty-three years. Mrs. Stickel's maiden name was Shear, and she was married to Conductor Stickels at her home in Corning twenty years ago. She leaves no children, her husband being the only survivor. Mrs. Stickels was a woman of many lovable attributes and her death is a keen loss to her husband and a large circle of friends in this city and Corning.

The funeral was held at her late residence, 813 East Second street, Elmira, on Sunday, Sept. 20th, after which her remains were taken to Corning for burial, which was her request, Corning being her childhood's home. A special train being furnished through the kindness of Superintendent Maguire of the N. Y., L. E.

& W. R. R., Bro. Stickels having been an employé of that company for 20 years. The funeral was largely attended by members of Elmira Division, No. 9, also by Wettamoe Tribe of Red Men, No. 47, of which Brother Stickels is a member. The train was met at the cemetery by a large delegation of Corning Brothers of 176, and assisted by them in the services at the grave, which was very solemn, as the quartet sang one of our odes, Nearer My God to Thee. The pall bearers were G. E. Drake, H. C. Hogland and C. A. Bellows of No. 9, and R. P. Williams, R. S. Sloat and J. Hilly of No. 47 Improved Order of Red Men. The floral offerings were magnificent, there being gates ajar from No. 9 with the letters O. of R. C. on the base with immortelles. A harp from the Improved Order of Red Men with the word Wettamoe at the top, that being the name of the tribe to which Bro. Stickels belongs, a pillow from her sister with the word "Sister" in immortelles, a crescent from her brother with the words "Gone Home" in immortelles, a wreath from her husband with the word "Wife," and baskets of flowers from Brothers Kendal, Van Buren and their wives.

Mrs. Stickels had been a sufferer over a year and bore her sufferings with fortitude and patience, having placed her trust in God she was prepared to go when he called, and died happy in her husband's arms, who had been constantly at her bedside for the past three weeks.

Brothers will remember Brother Stickels, as he represented No. 9 at Denver and Rochester, was elected as our delegate to St. Louis, but had to resign on account of the sickness of Mrs. Stickels.

H. S. L.

LITTLE ROCK, Ark., August 23, 1891.

At a regular meeting of Little Rock Div. No. 131, O. R. C., held Aug. 23, 1891, the following resolutions were adopted:

WHEREAS, It has pleased the all-wise Ruler of the Universe to remove from us our worthy Brother, F. W. Minor, at Argenta, Ark., Aug. 20, 1891; be it

Resolved, That in the death of Brother Minor Little Rock Div. No. 131 loses an honorable and useful member and his wife a faithful and devoted husband.

Resolved, That Little Rock Division No. 131 extend to the bereaved widow their heartfelt sympathy in her deep affliction.

Resolved, That we extend a vote of thanks to the officials of the Mo. P. R'y. for their kindness in procuring transportation for the remains of our deceased Brother and widow from Little Rock, Ark., to Elmira, N. Y., his former home.

Resolved, That our charter be draped in mourning for thirty days and that a copy of these resolutions be sent to the bereaved family, officials of the Mo. P. R'y., and also to the G. S. & T. for publication in THE CONDUCTOR.

A. H. DOUGHERTY,
W. R. DULEY,
W. B. STAHL,
Committee.

NEW YORK, Sept. 19, 1891.

At a regular meeting of the New York Div. No. 54, O. R. C., held at No. 100 West 24th street, New York, Sept. 13, 1891, the following resolutions were adopted:

WHEREAS, Death has again invaded our circle and has taken Bro. Edward Vorhies.

Resolved, That in his death this division has lost an upright and honorable member, his wife an affectionate husband, and his daughter a loving father.

Resolved, That we tender to them our sympathy in this their hour of grief.

Resolved, That our charter be draped in mourning thirty days in his memory, and that a copy of these resolutions be sent to his family and to THE RAILWAY CONDUCTOR and a copy be spread in the minutes of the division.

CHAS. F. HEITZMANN,
ALBERT J. CLOW,
THOMAS W. CARRY,
Committee.

SPRINGFIELD, Ill., Sept. 27, 1891.

At a regular meeting of Lincoln Division, No. 206, Order of Railway Conductors, held September 27, 1891, the following preamble and resolutions were adopted:

WHEREAS, Our Grand Chief Conductor of the Universe has removed from this life little May, the beloved child of our Brother, Thomas Hawkins; be it

Resolved, That we, his Brothers, extend to him and his wife our heartfelt sympathy in this, their hour of bereavement.

Resolved, That this expression of our sympathy be given to our Brother and sister, and a copy of these resolutions be sent to them, and also copies be furnished the Springfield and Danville papers and THE RAILWAY CONDUCTOR for publication.

F. G. SCHMITT,
WM. P. SHEEHAN,
CHAS. SNAPE,
Committee.

NEWARK, Ohio, Sept. 13, 1891.

At a regular meeting of Licking Div. No. 166, O. R. C., held Sunday, Sept. 13, 1891, the following resolutions were adopted:

WHEREAS, It has pleased God, the Grand Chief Conductor of the Universe, to remove by death on Wednesday, Sept. 9th, our esteemed and worthy Bro. Elroy Moore; and

WHEREAS, We bow in recognition to the decree that has taken from his family a kind and loving husband and father and from Licking Division a true and honored Brother;

Resolved, That we extend to the bereaved widow and orphan child our heartfelt sympathy, and may He who has so graciously promised to be a husband to the widow and a father to the fatherless watch over and protect them from all harm.

Resolved, That a copy of these resolutions be sent to the bereaved family that they be placed on the record of our division and be published in THE RAILWAY CONDUCTOR and the Newark daily papers and that our charter be draped in mourning for the space of 30 days.

JOHN H. DOYLE, JR.,
ED. RAYMOND,
GEO. BUSCH, JR.,
Committee.

BATTLE CREEK, Mich., Sept. 11, 1891.

The death Angel has knocked at the door of Brother and Sister M. D. Strickland's home and taken from them their darling little Mamie. She was a bright little girl and so very careful and thoughtful in regard to the welfare of the family and friends that one could not help but love her. But on July 13th she was taken with that dreaded disease, (from which all turn with a shudder) scarlet fever, and suffered terribly for several days when the fever was broken, and strong hopes entertained for her recovery, but an abscess formed on her neck which was too much for her already wasted strength to bear, and on the evening of August 6th, at the age of six years and two months, she quietly passed from this earth to her home in the skies, where we know there will be no more death nor sorrow, and we trust that all who knew her will strive to imitate her kind and loving disposition, and aim to so live that they may follow her to that blessed abode where all is joy and peace. The bereaved family have the heartfelt sympathy of all neighbors and friends, and we trust this great affliction will draw them nearer to the blessed Savior, who will always help them bear their griefs and carry their sorrows and whom, to know aright, is life everlasting.

N. E. R.

DIED—At Toledo, O., Sunday, Aug. 23, 1891, of apoplexy, C. A. Bunnell, aged 44 years, 8 months and 21 days.

Mr. Bunnell was born at Kinsman, O., Dec 2, 1846, and was married to Miss Anna Baker in Wakeman, O., Sept. 1, 1874.

When 15 years of age he went into the army as assistant to Dr. Ashman, who was a surgeon in the civil war, and staid about a year. After he returned he wanted to enlist, but his father refused his consent, but when he saw that his mind was made up to do so he consented if he would go into the regular army, which he did and was sent to the front. In about six months he was honorably discharged because of a wound received in battle, the effects of which made him lame during life.

In 1870 he began working on the railroad, and served nearly all the time for the past 21 years as brakeman, conductor, yard master, etc.

He had just secured a position on the L. S. & M. S. R'y at Toledo and began work Sunday morning. About 5 o'clock Sunday afternoon while on top of the cars he set a brake and then threw up his hands and fell over dead. As soon

as a man could get on top of the cars efforts were made to resuscitate him but without success.

His body was sent home in a neat casket and his funeral held from his house Wednesday forenoon. Rev. U. Richards preaching the funeral sermon, Wilson Todd Post, G. A. R. taking charge of the services. There was a large attendance at the funeral, among which was, two conductors from the W. & L. E. R'y, Conductor A. C. Tyler and wife of the W. & L. E. R'y, Engineer Whipple and wife from Toledo.

Mrs. Bunnell received by telegraph a message of condolence from the officers of the Wheeling & Lake Erie R'y.

Mr. Bunnell leaves a wife and daughter, besides an aged father, three brothers and a sister and a host of friends to mourn his sudden death.

He was a kind, loving and tender husband and father, a kind friend and neighbor, a true citizen, and was very highly respected and esteemed by the entire citizenship of his home, and his wife and daughter have the heartfelt sympathy of the entire community in this hour of their sad bereavement.

Mr. Edmund A. Voris, a well known member of the Order and esteemed resident of White Plains for many years, died at his residence on Lexington avenue after a rather protracted illness. Deceased had chronic stomach troubles and suffered from a variety of ills for over a year past. Some six months ago he took a trip to the West Indies in search of health, but found only temporary relief. At the time of his death he was in the 49th year of his age. Mr. Voris was for many years in the employ of the Harlem Railroad Company and was regarded as a valuable man by railroad men. For over a dozen years he was a conductor on a White Plains accommodation train. By the traveling public—especially by commuters—he was well thought of and his death is regretted. A wife and daughter survive him. The funeral services were largely attended at the church. Rev. Dr. Vail made a short and eloquent address, commendable of the life and railway service of the deceased. Cromwell Post, of this village, attended in a body. Representatives were present from La Fayette Post, No. 140, of New York City, and from the Order of Railway Conductors. The railroad was represented by Assistant Superintendent Huestis, Conductors Belden Trowbridge, George Marley, John Pye, Walter Dexter, George Barrett and George Langley, and trainmen Patrick Gilroy, F. E. Benson, Alex. Elliott and Frank Walcott. A handsome conductor's lantern, prettily made of flowers and inscribed, "E. A. V.," and a beautiful pillow of flowers were the offerings of the conductors on the Harlem railroad. The interment was in the Rural cemetery.

BIRMINGHAM, Ala., July 28, 1891.

At a regular meeting of Birmingham Division No. 186, Order of Railway Conductors, held at their hall, on Sunday, July 26, 1891, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God, the Chief Conductor of the universe, to remove from our midst our worthy and esteemed Brother,

Sidney Reese, who died at Pratt Mines, Alabama, Thursday, July 23d, 1891. Therefore, be it

Resolved, That in the death of Brother Reese his family have lost a true and loving son and husband, who, in the prime of youth and manhood, has fallen before the insatiate reaper.

Resolved, That we tender to his bereaved parents and family our feeble expressions of sympathy at their irreparable loss in being bereft of a loving son and husband, and may he, who is a comforter to the afflicted, watch over and guide them in their hours of tribulation.

Resolved, That by the death of Brother Reese Birmingham Division, No. 186, has lost an earnest and worthy member, and that as a token of respect for our departed Brother we drape our charter in mourning for a period of thirty days, and that a copy of these resolutions be furnished his parents and wife, and that they be entered upon the minutes of this lodge and published in the Birmingham daily papers and in THE CONDUCTOR.

C. E. MEGLEMY,
A. B. KEYES,
C. McNUTT,
Committee.

At a regular meeting of West Philadelphia Division No. 162 O. R. C., held in Dental Hall, Sunday Sept. 13, 1891, the following resolutions were unanimously adopted:

WHEREAS, It has pleased an allwise providence to remove from our midst our worthy and esteemed brother, David Chambers, after a short illness in his seventy-fourth year.

Resolved, That in the death of Brother Chambers the O. R. C. has lost a faithful member, his widow a devoted and loving husband, and the community in which he lived an honorable citizen.

Resolved, That we, as a body, extend our sincere and heartfelt sympathy to his bereaved widow.

Resolved, That our charter be draped in mourning for thirty days, and that a copy of these resolutions be sent to the widow of our deceased brother, and that they be spread upon the minutes and published in the RAILWAY CONDUCTOR.

{ J. A. REILLY,
Committee. } WM. E. SHOWALTER
{ W. J. MAXWELL.

MONTREAL, P. Q., Aug. 29, 1891.

At a regular meeting of Mount Royal Division No. 75, the following resolutions were adopted.

WHEREAS, God in His All Wise Providence has removed from our midst our Brother Benjamin Harper, who died of fever at Brockville, Ontario, August 21, 1891.

Resolved, That we the members of Mount Royal Division No. 75, desire to show our esteem and respect to our departed Brother and that we tender our sympathy to his family and friends.

Resolved, That these resolutions be spread on the minutes of our Division records and printed in the CONDUCTOR.

Resolved, That our charter be draped in mourning for the space of thirty days.

By order of the Division.

JNO. MULLIGAN, Sec'y.

PORT JERVIS, N. Y., Sept. 13, 1891.

WHEREAS, It has pleased the Grand Chief Conductor of the universe to knock at the door of our Division, and to summons by death our Brother Thomas Lonegan. Therefore, be it

Resolved, By Neversink Division No. 52, O. R. C., that while we bow with humble submission to the Will of Him who doeth all things well, we do sympathize with the wife of our late Brother, who has been so sorely afflicted.

Resolved, That in the death of Brother Lonegan Neversink Division No. 52 has lost one of its faithful members and the Order a worthy Brother.

Resolved, That we tender our heartfelt sympathy to the wife of our Brother in this her hour of sorrow, and refer her to Him who has promised to be a husband to the widow and a father to the fatherless, and whose loving care will protect all who put their trust in Him.

Resolved, That the charter of our Division be draped in mourning for a period of thirty days.

Resolved, That these resolutions appear on the minutes of our Division, in the CONDUCTOR, and a copy be sent to the bereaved wife of our deceased Brother.

I. B. COLE.

A. CORTRIGHT,

T. E. GRAY.

Committee.

Manus McFadden, a member of Sioux City Division No. 232, and yardmaster on the Seattle, Lake Shore and Eastern railway was fatally injured at Boulevard and died a few hours later at Providence hospital.

While making a train McFadden had occasion to board the engine as it came toward him. He stepped on the platform which runs across the front of all yard engines, and reached for the rail by which to hold on. His hand slipped, and as he lost his hold he fell backwards upon the track and between the rails. The front part of the engine passed over his body before Engineer Lovejoy could stop the locomotive, and the ash pan caught him and crushed him against the ties. When the engine was stopped and McFadden extricated he was still conscious and spoke to his comrades who had gathered around. All efforts to have him take liquor as a stimulant were unavailing. He replied:

"No, boys, no; it wouldn't do me any good." Word was sent to his wife, who bore up bravely under the terrible news and came to his side at the hospital.

A special train was made up and the unfortunate man brought to the city and taken to Providence hospital, where Dr. Sira Carman, the company's physician, did all that medical science could suggest to save the man's life, but internal injuries caused heart failure, which resulted in death about 11 o'clock.

The deceased was twenty-seven years of age and had been in Seattle about a year, being a native of Albert county, New Brunswick. Previous to coming here he was in the employment of the Chicago, St. Paul, Minneapolis & Omaha railroad for three years and located at Sioux City. Before that he had lived in Minneapolis. Since his arrival here he had been a conductor on the Lake Shore road, but on Tuesday had been ap-

pointed yardmaster at Boulevard. He was married a little over four months past to Miss Lyda Malsi of Sioux City, with whom he had begun housekeeping at Boulevard the day before his death. Some of the furniture for his house had just arrived on Tuesday night. He has one brother in Seattle, Chas. E. McFadden, who is a conductor on the Columbia and Puget Sound railroad. In speaking about their relatives he said that there were five sisters and one brother all residing in Minneapolis. The parents died a number of years past.

At a regular meeting of Pine Tree Division No. 66, Order of Railway Conductors, held September 20, 1891, the following preamble and resolutions were adopted:

WHEREAS, It has pleased the Supreme Grand Chief Conductor of the Universe to remove from our midst our late Brother, George H. Knapp, of the Maine Central Railroad, and

WHEREAS, The intimate relations long held by our deceased Brother with the members of this Division render it proper that we should place on record our appreciation of his services as a Brother, and his merits as a man, therefore, be it

Resolved, That while we bow with humble submission to the will of the Most High, we do not less mourn for our Brother who has been called from his labors to rest.

Resolved, That in the death of Brother Knapp this division loses a Brother who was always active and zealous in his work, devoted to the interests of the Order, its welfare and prosperity. His wife loses an affectionate husband, his children a loving father, and the community at large a good man, known, respected and esteemed by all.

Resolved, That the charter of this Division be draped for a period of sixty days as a mark of respect to the memory of our departed Brother.

Resolved, That these resolutions be spread upon the minutes of this division, and a copy be sent to the family of our late Brother, to the daily papers and to THE CONDUCTOR.

L. D. COBB,

M. F. HEALEY,

S. S. CAHILL,
Committee.

READING, Pa., Sept. 1791.

WHEREAS, The Grand Chief Conductor of the Universe, in His divine wisdom, saw proper to remove from the family of our Brother, Timothy Lynch, Thomas, their eight year old son; therefore, be it

Resolved, That Nicolls Division No. 229, Order of Railway Conductors, extend to him their sincere sympathy in this their sad affliction, and commend them for further consolation to Him who doeth all things well. Be it further

Resolved, That a copy of above resolutions be sent the bereaved family, one to THE CONDUCTOR, and be spread upon the minutes.

R. W. SMITH.

H. E. COX.

NELSON ADAMS,
Committee.

At regular meeting of Houston Division No. 7, Order of Railway Conductors, yesterday, the following resolution was adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe in His infinite wisdom to remove by death, Florence, the infant daughter of our esteemed Brother, E. S. Hefferman.

Resolved, That the visitation of providence that has reached the family of our Brother is indeed sorrowful, therefore the members of Houston Division No. 7 desire to tender their heartfelt sympathy to the grief stricken family, and we hope that when it pleases God in his infinite goodness to call them home, they may be united in a celestial constellation, in which their darling girl will be a bright and shining star.

Resolved, That the same be printed in THE RAILWAY CONDUCTOR, The Houston Post, and a copy of the same be sent the family.

H. B. JOHNSON,
R. G. QUALTROUGH,
B. H. BELCHER,
Committee.

BUCYRUS, Ohio, Sept. 6, 1891.

At a regular meeting of Division 193, O. R. C., held Sunday, Sept. 6, 1891, the following resolutions of high esteem and respect were unanimously adopted upon the sudden and sad death of our late I. S., and Brother, C. M. Bellharz.

Our relations like many others, with our departed Brother, were most intimate and friendly, and we acknowledge our inability to do justice to his noble life and spotless character. Brave and noble in every impulse, and true to his word, fitted for that far beyond from which no traveler ever returns. With the sacred ties that bound him to us, he was absolutely peerless in his actions, and bold in his expressions of opinions, yet reserved in every instance. Proud of his calling, ambitious and faithful in every action in his walk of life. A model husband and his devotion to his wife approached idolatry. What more is needed for us to say? He had received his last summons, signed his last order, and the unseen hand of that All Wise has conducted his departed spirit through the darkness to the gate of immortality. We will see him here no more except in memory. His work is finished, he has made his last run, and gone to receive his reward. Let us all prepare to do likewise. Therefore, be it

Resolved, That in the death of Brother Bellharz this Division hath lost an earnest and worthy Brother, ever ready to proffer the hand of aid and voice of sympathy, whose utmost endeavors were exerted for the welfare and prosperity of the Order. A friend and companion who was dear to us all, an honest, upright citizen, universally liked by all who knew him.

Resolved, That this division extend to the bereaved wife, the aged parents, sister and brother, our sympathy in the dark hour of their distress and sorrow, and commend them to Him who doeth all things well. While yet in the morning of life and height of his usefulness he has departed, leaving in the minds and hearts of this Division a shining reflection of his character as a man, and a member of our Order.

Resolved, That this Division extend a vote of

thanks to the B. of L. F., and B. of R. T., for participating in the last sad rites of our departed Brother. Also to our Division Supt., J. F. Angel, Trainmaster, J. A. Franey, and Master Mechanic J. R. Morgan for the many courtesies shown the employes in making arrangements so that they could attend the funeral services.

Resolved, That in memory of our departed Brother we drape our charter thirty days. That these resolutions be placed on the Division record, a copy be presented to the bereaved wife and parents of our deceased Brother, and that they be published in the daily papers and the CONDUCTOR.

L. E. WHARTON,
B. HITE,
W. B. BAYLOR,
Committee.

PORT JERVIS, N. Y., Sept. 27, 1891.

The following preamble and resolutions on the death of Brother G. D. Corwin, which occurred Sunday evening, Aug. 30, 1891, were unanimously adopted at a meeting of Neversink Division No. 52, Order of Railway Conductors held at their Hall at Port Jervis, N. Y., on Sunday, Sept. 27, 1891.

WHEREAS, Once more we are reminded that from dust we came and sooner or later to dust we must return and it has pleased the Grand Chief Conductor in his infinite wisdom, to remove from among us Brother G. D. Corwin, and

WHEREAS, For many years he has been a constant and faithful member of the M. E. Church, always kindly active to its best interest, therefore.

Resolved, That his loss we greatly deplore and that in his death the Division loses a trusted friend and Brother, and a safe adviser.

Resolved, That we deeply sympathise with his afflicted wife in this her bereavement, and sincerely trust that her loss is his infinite gain.

Resolved, That while submitting with human patience to the Will which has deprived us of his presence in a way we do not question, we deeply feel the absence of one who has long been among us.

Resolved, That to his family we extend our most sincere sympathy.

Resolved, That a copy of these resolutions be sent to his family and that the same be spread upon the records of this Division and that they also be sent to the CONDUCTOR, and the charter of our Division be draped in mourning for thirty days.

I. B. COLE,
T. E. GRAY,
A. CORTRIGHT,
Committee.

To the C. C. and Brothers of Elmira Division No. 9: Allow me to extend to you my thanks for the kindness shown me through my wife's sickness and death, and for the beautiful design of flowers. And also Corning Division No. 176, for kindness in turning out in a body at the grave, and to Mr. and Mrs. Kendall and Mr. and Mrs. Vankuren for the beautiful baskets of flowers, and to J. D. Bailey and H. S. Lewis for favors.

C. E. STICKELS,



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

WM. P. DANIELS, EDITOR AND MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

UNITY AN ACCOMPLISHED FACT.

As indicated by the title above, the conference between the commission appointed by the recent convention of the B. of R. C. and the officers of the Order, has resulted in the union of the two organizations so far as it can be accomplished by the representatives, and it now remains for the members to complete the unity provided for. In making an agreement, the officers of the Order were constrained by a sense of justice to their own members, to exceed the power and authority delegated to them by those who employ them, inasmuch as they have asked the members and the Divisions of the Order to, in a slight degree, exceed the provisions of our laws. The officers in doing this have full faith that when the members and the Divisions fully understand the benefit that will certainly result from the removal of all rivalry between conductors, they will cheerfully lay aside all personal feeling and join in a hearty and sincere effort to fulfil to the letter, promises made by their representatives in providing for the discontinuance of the Brotherhood of Railway Conductors.

The agreement is as follows:

THIS AGREEMENT, Made this 8th day of October, A. D., 1891, between G. W. Howard, Geo. W. Lovejoy, L. J. Cummings, W. E. S. Gibson and T. Gillyly, representing the Brotherhood of Railway Conductors, hereinafter called "The Brotherhood," and E. E. Clark, C. H. Wilkins, M. Clancey, F. J. Dorsey, W. J. Durbin, Sam Phipps and Wm. P. Daniels, representing the Order of Railway Conductors, hereinafter called "The Order."

WITNESSETH, That it is hereby agreed that the above named organizations shall be consolidated upon the following terms, to-wit:

1. The title of the consolidated organization shall be The Order of Railway Conductors of America, provided that it is agreed upon the part of the Order, that the matter of the title shall be presented to the next session of the Grand Division for its final decision.

2. The Brotherhood to provide for the immediate issue of a certificate to each one of its members, which, if presented on or before January 1st, 1892, shall be received by any Division of the Order as *prima facie* evidence that the holder is entitled to membership in the consolidated Order, and he shall be admitted and obligated without the payment of any fee whatever, and such members shall not be required to pay any local or grand dues to the Consolidated Order until January 1st, 1892. Any member of the Brotherhood who has been suspended or expelled by any Division of the Order, is hereby reinstated to membership in the Order with the full rights of any other members of the Brotherhood as herein provided, subject to the approval of the next Grand Division of the Order provided that any member who is in arrears or who has been suspended for nonpayment of dues by either organization, shall not be entitled to membership in the Consolidated

Organization until all dues are paid to the date of such suspension, should it be required.

3. All Divisions of the Brotherhood to be immediately closed, and at any point where there is no Division of the Order, the necessary charter and supplies for a division shall be furnished free of charge, and a division organized, to which division, all members of the Brotherhood who hold the proper certificate shall be admitted, and any money or property held by the Division of the Brotherhood shall become the property of the Division of the Consolidated Order, which is organized in its stead.

4. At points where there is a Division of the Order, all money and property of the Division of the Brotherhood, shall be turned over to the Division of the Consolidated Order.

5. Every member of the Brotherhood who holds one or more insurance certificates, shall, upon admission to the Consolidated Order, the surrender of the certificates held, and the filing with such certificates of a written application for such exchange, receive certificates of membership in the Mutual Benefit Department of the Consolidated Order, free of charge, such certificates to be dated and take effect on the day that the application for exchange is certified by a Division secretary, provided the number of certificates so exchanged for any member, shall not be in violation of Article 111 of the laws governing the Benefit Department of the Order, and all becoming members hereafter shall carry at least one insurance certificate for one thousand dollars.

6. The affairs and accounts of the Brotherhood shall be closed up as soon as practicable, by its officers, and after the payment of all legitimate indebtedness, all money and property on hand shall be turned over to the officers of the Consolidated Order, and the existing laws of the Order shall govern until lawfully changed or amended.

7. It is further agreed between the parties hereto, that the influence of the representatives of the Consolidated Order shall be used in favor of general federation between all organizations of employees in train service, and the franchise of the Brotherhood in the Supreme Council is hereby transferred to the Consolidated Order, subject to the approval of the Council; and all agreements at present in force between the members of either organization and railroad companies, will be recognized and protected by the Consolidated Order.

8. Appreciating the benefits to accrue to the large majority of the conductors by removing the friction caused by the existence of two rival organizations composed of the same class of employees, and desiring to avoid imposing upon the members the heavy expense of a special session of the Grand Division to pass upon the questions, and believing that the Grand Division, if convened, would endorse the same terms, the representatives of the Order of Railway Conductors have assumed to act and have fully explained the text and application of their laws, and have pledged themselves to use their influence upon their divisions to induce them to carry out in full this agreement, and if they felt aggrieved, to make their appeal to the Grand Division.

And it is hereby further agreed on the part of the representatives of the organizations, parties hereto, that each and every one shall use his influence to carry out in good faith and in the full spirit thereof, the provisions of this agreement.

As will be seen the first provision is that the

Order shall continue as at present, but that in compliance with the wishes of those representing the Brotherhood, Bro. Clark will present to the Grand Division the matter of title and they may make a change if they so desire. The law of the Order provides that in order to be eligible for membership, a person must be in actual railway service and have run a train at least one year, and if not employed as a conductor at the time of making application, must have run a train three years. This was the great obstacle in the way of the accomplishment of a consolidation, for the reason that it was admitted by all, that the Brotherhood contained members who were not eligible under these provisions and it was upon this point that the representatives of the Order hesitated to assume authority. The matter was discussed at some length, the representatives of the Brotherhood insisting, as of course they must, on a provision for all their worthy members. The officers of the Order recognized from the first that this point must be conceded before any settlement could be arrived at and the question with them was not, shall it be done, but shall *we* assume the authority to do it or shall we have a special session of our Grand Division at an expense of not less than thirty thousand dollars and probably much more, with a practical certainty that after a fair understanding of the circumstances and conditions, the delegates to this special session would do exactly the same thing. It was finally decided that we would not be justified in imposing this expense upon members, and after explaining fully to the representatives of the Brotherhood that any division that chose to do so, could legally decline to abide by the provisions of section two of the agreement and if any division should so decline, all that could be done prior to the meeting of the Grand Division, would be to use "moral suasion," and after a statement by Bro. Howard, which was endorsed by his associates and is a matter of record in the proceedings of the conference, that the Brotherhood would not ask or expect the Order to accept any one or more of their members who could be shown to be unworthy of membership or recognition, the section was agreed to by all, and the officers of the Order now ask from the members of the Order, their support and aid in carrying out the promise they have made, that "we will use our influence to act in good faith and to induce all divisions to place personalities behind them and act with the one common idea of the greatest good to the greatest number." In placing former suspended and expelled members of the Order who are now members of the Brotherhood, on an equal footing with other members of that organization, we have done so with the entire confidence that no member of the Order will object to thus leaving the matter in abeyance until the Grand Division can pass upon it, particularly as when a division can show good cause, it is not required under the agreement to accept any such member, but it should also be remembered that unless good and sufficient cause can be shown, supported by evidence that would convince a disinterested person, they will reflect upon the honor of the organization and discredit their officers by declining to accept all who come to them with the certificate provided for, and we are pledged to use every means in our power to have all such accepted, if not by one division by some other. It will be seen that divisions may require the payment of

dues by any who were suspended for nonpayment of dues, but in our opinion it will be a magnanimous act that will be conducive of good feeling and harmony in the future if this right be waived, in a great many cases at least.

In concluding this article, which is hastily written and has not been given the time and consideration that it would otherwise have received on account of the fact that the forms of THE CONDUCTOR have been held three days waiting the result of the conference, we wish to express it as our opinion, that the Order of Railway Conductors is in a position to be magnanimous; if our late rivals and present allies and brothers, will pardon a comparison which may to some of them seem invidious and uncalled for, we would say that it seems to us that the two organizations occupied much the same relative positions, as those of Italy and the United States in the recent diplomatic differences. As the United States could afford to go quietly on its way and can yield more to a power like Italy where there can be no question of its being forced through fear of consequences, than it could or can to a power like England, so the Order could do more than justice required toward the Brotherhood and more than a single one of our representatives would have thought for a moment of conceding, had it been in reality, a powerful and dangerous rival organization.

During the past eighteen months the Order has experienced a steady growth and prosperity that we believe has been unexampled; it has gained in membership, and for the last few months this gain has been at the rate of over two hundred per month. It has organized divisions just as rapidly as its officers could get to them to organize, and during the entire time, no officer of the Order has spent one moment in working up new divisions; each and every petition for a charter has come to us unsolicited by any representative and the most that has been done is to reply to questions and forward blanks when asked for. We believe that a conservative estimate of the present membership of the Order is that it considerably exceeds seventeen thousand; our records show almost that number, although no reports of the additions during September have yet been received. How many the consolidation will add to this number, we do not know, neither was that point considered by the representatives of the Order. The writer did not ask, nor does he know that any other asked the question, either directly or indirectly, nor do we know that any statement was made by any one representing the Brotherhood from which even an estimate of the number of their members could be made. With us, as stated above, it was not a question of membership, and while we shall be glad as a matter of course, if they shall bring to our ranks two thousand good conductors, the consolidation would have been effected just as readily and certainly on the part of the Order, had we known to a certainty that they numbered only two hundred, and should but two hundred come, they will be welcomed just as warmly as if the number was much larger.

THE CONDUCTOR has stated in the recent past that propositions had been made that would provide for a union at any time that the Order would agree to find a place for Geo. W. Howard, and we believed that we were justified in arriving at that conclusion from the evidence we had. Bro. Howard knows the source of our information and

freely admits that we were justified in forming the conclusions that we did, but states that the proposals were made without his knowledge and against his wish, as it would have been expressed had opportunity been given. In view of his course at, and since the convention of the Brotherhood, we have no reason to doubt the correctness of his statement, and the sincerity of his previous statements with regard to the matter. It is a fact which we are glad to place before the readers of THE CONDUCTOR, that while credit is due to all, more is due to Bro. Howard than any other on the part of the Brotherhood, for a settlement of the differences, and we believe each of his associates will gladly corroborate this.

While maintaining the rights of the members of the association which he represented, he declined to join in the demand of his associates for his personal recognition in some manner, maintaining that it would place him in a false light before, not only the members of the Order, but other organizations and the public.

We shall undoubtedly have more to say in regard to the agreement in the future, but both time and space forbids anything farther now. The writer, or any other officer of the Order, will be glad to reply to any questions or to explain anything that may not be fully understood, and the columns of THE CONDUCTOR are open, not only to members of the Order and the Brotherhood, but to members of other organizations for either approval or criticism of their course.

To the members of the Brotherhood, in behalf of the officers of the Order, and we sincerely hope and believe in behalf of the great majority, if not all of its members, we welcome you heartily and sincerely and without the slightest personal feeling toward any. We are glad to have you with us and hope you will all come, and we believe that the energy which we have heretofore expended in controversy can be profitably expended in unison hereafter, for the attainment of a common good. We particularly hope you may all become acquainted with us through THE CONDUCTOR, and we hope it may not be an unwelcome visitor to all in the near future. Shake.

GRANGERISM AND THE RAILROAD EMPLOYEE.

Under this title, the *Railway Age and Northwestern Railroader* takes nearly two columns to misrepresent THE CONDUCTOR and to persuade the Railway employes that they should form a political organization under the control and dictation of the railway companies with the above named paper as its sponsor and spokesman. It commences with a statement that "active work is being done just now in Iowa by the Railway Employes Club," which is true as its managers are making a very vigorous effort to secure a foothold in this state, but with so far very poor success, having only been able to organize two branches of the Club as yet, one at Dubuque and one at Ottumwa and notwithstanding the fact that an "annual convention" has recently been held at the latter place, they are utterly unable to arouse any enthusiasm or to beguile the employes of Iowa into any such scheme. It states that the object of the organization is to "protect the interests of railroad employes against the raids of granger

politicians," but in common with all others who advocate political organization to protect the employes, this official mouthpiece of corporate interests in claiming that it was due to the Club that the Farmer's Alliance failed to enact any one of many "vicious anti-railroad bills" fails to admit what was stated to the editor of THE CONDUCTOR by the two official representatives of the Club who visited this office some time ago, that they were indebted to members of the Farmers' Alliance almost entirely for all that was accomplished by them in the Minnesota legislature. The story of branch organizations having been formed at various points in Nebraska, Wisconsin, Missouri and Kansas is repeated, notwithstanding the fact that there is but one branch in Nebraska, two in Iowa and none in the other states mentioned. The sum total of its efforts in Iowa this year will be to increase the majority of Frank Campbell as railroad commissioner, for republican papers have already taken advantage of the organization of these two branches and are proclaiming that it is an effort of the corporations to defeat the farmer candidate for commissioner and notwithstanding the fact that Iowa employes with but very few exceptions, are turning the cold shoulder to the Club, it makes an opportunity which partisan papers are not slow to improve. If the *Age and Railroader* would present a few facts to demonstrate where and how railways have been injured by Iowa legislation, or perhaps, we had better say unjustly or unfairly dealt with, for the man who robs his neighbor is "injured" if compelled to stop and thus the railways may have been injured by having been compelled to stop some part of their unjust discriminations against citizens of Iowa; or if it will show one single instance where employes have not been opposed by railway lobbyists in every single instance where they have asked for a little legislation in their own behalf; or present just a trifle in the way of argument to show that we are mistaken in the assertion that railway employes have never obtained an iota in the way of legislation for their benefit for which they have not been indebted to the farmer members of the legislatures, instead of filling its editorial columns with assertion and incorrect statements and such epithets as those with which this article in question is filled, it will have more effect with those whom it endeavors to influence.

The railway employe who knows anything of the *Railway Age and Northwestern Railroader* at all, knows that its sympathy for him and its interest in his welfare is just the same as that of the employer and no more; he knows that in every difference between employer and employe, it has promptly taken the side of the employer without regard to conditions or circumstances and the spectacle of a paper with the record of the *Age* pleading for political organization to help the employe is one calculated to make the gods weep; employes remember that the ink is hardly dry in a lengthy editorial in the *Age* calling upon railway companies to organize and prepare to defeat organization on the part of employes. The *Age and Northwestern Railroader* is purely and wholly a corporation paper and it will advocate and support nothing for employes that it does not expect to be for the advantage of the companies without regard to the effect upon employes, and the fact that this paper endorses anything for employes is

sufficient reason for the employés to give it thorough and careful examination before being led away. It should not be understood that we condemn the *Age* for endeavoring to forward its own interests; we expect that a paper published in the corporation interests shall at all times support those interests and do its utmost to advance them, but it should do it fairly and without misrepresentation; it should not, for instance, endeavor to mislead employés by stating that "in Minnesota the Club has had the co-operation of local lodges and divisions, of we believe, nearly all the existing organizations of railroad employés," which is not true by any means, but on the other hand, no lodge or division of any of the other organizations has officially co-operated with it in any way, the only connection being that members of the other organizations have become members of the Club; it has assumed authority to appoint a committee in Minnesota to consist of "one member from each division" of all the organizations it could think of but this assumption of authority and effort to make use of the reputation of other organizations to boom their own, will not avail.

The *Age and Northwestern* very kindly "presumes" that THE CONDUCTOR "has some local influence in Iowa" and from the fact that it devotes something over half a page to an effort to counteract the influence of THE CONDUCTOR it might be thought that it was past presumption. The conductors of Iowa do not wish to go on record as friends of the anti-railroad demagogue nor as wishing to assist in any legislative or other persecution of railroads, neither do they propose to be used in a political organization or in any other way, by the companies to persecute the only friends they have ever found in legislative halls, the farmers; they propose to keep their fingers out and if the railway companies were possessed of a little foresight they would understand that the more they stir up opposition; the more effort they make to "organize employés" the worse it will be for them. If the *Age* will by citing some facts, show us where the employés have suffered by any legislation; if it will, instead of accusing THE CONDUCTOR of trying to foment discord between the employer and employé, present some facts and argument to convince us that the farmers are our enemies, it will have much more effect than dozens of columns of such stuff as that to which it has treated us. The conductors not only of Iowa but of the United States know that THE CONDUCTOR does not promote discord nor endeavor to perpetuate discontent and disunion. There certainly is a community of interest between employer and employé, but there is no more reason why the employé should sacrifice his interest in behalf of the employer than that the employer should occasionally do the same in behalf of the employé; this community of interest does not in our opinion, require that the employé should sink his manhood and individuality and become a mere unthinking automaton to bark at whoever may be pointed out by the employer as an enemy. That THE CONDUCTOR does not hesitate to raise its voice in behalf of the companies and directly against the members of the Order of Railway Conductors, when it believes the companies have right and justice on their side, recent issues bear testimony and that its voice has always been for peace and unity, is a fact easily susceptible of proof, but it does not

advocate that kind of harmony which requires utter and absolute subserviency of the employé; we wish as much as any other on earth can, to see that era of good will between the company lion and the employé lamb when they shall lie down together, but we don't want it brought about by the lion swallowing the lamb; when they do lie down together, we want the lamb outside of the lion.

We are vain and egotistical enough, too, to believe that when the Club moves on to other states after giving up, as it will, Iowa, it will find that THE CONDUCTOR has "some little influence" outside of this state and it will find that conductors all over the United States know something of the Club, its origin and aims as well of its "official organ" *The Railway Age and Northwestern Railroader*. In its efforts to discourage the extension of the Club, THE CONDUCTOR finds itself in very good company. *The Switchmen's Journal* sounded the first note of alarm a little over a year ago, followed by Brother E. E. Clark, the executive of the Order, and one of the ablest writers in railway journalism to day, E. V. Debs of *The Firemen's Magazine* speaks with no uncertain sound on the subject of railway legislation though he has not definitely named the club, while of all the different organizations, not a single officer has endorsed in any way, this Club. If it is so desirable a thing for employés, it certainly seems a little singular that of all those interested in the welfare of employés, not a single member or officer has endorsed it in any way.

The *Age* asks if newspaper reporters would band together to join in a crusade to increase the taxation of newspapers? We don't know whether they would or not, but if the *Age* company, for instance, should be given a valuable public franchise, donated a considerable amount of land, bond its plant for \$100,000 and issue stock for another \$100,000 and was assessed for only \$10,000, while one of its reporters who possessed a little home valued at perhaps \$2,000 was assessed \$600 we should expect him to favor an increase in the assessment of the *Age* plant. But, by the way, does the *Age* know of any railway employés that have joined or propose to join "in a crusade to increase the taxation of railways?"

Again it asks if "clerks in retail stores would unite in a political campaign to depress the earnings of retail merchants and to rob them of the profits out of which the clerks receive their wages?" Such a specimen of "campaign" argument indicates the weakness of the cause espoused by the *Age*, and forcibly reminds the writer of an argument (?) that he used to hear used in political campaigns when a boy and the anti-slavery movement was being somewhat agitated; "Do you want your daughter to marry a nigger?" was the convincing proof that slavery was right and ought never to be abolished. In reply to this question, yes, we not only expect to see, but we daily do see and have many times seen, clerks taking part in a vigorous campaign to reduce the profits of their employers, if we take what many of the employers say; we are told by the dealer that if the tariff on — is removed it will reduce his profits and very likely drive him out of business, yet his clerks enter into a vigorous campaign to elect men who will remove the tariff; likewise we are told that if the state of Iowa is permitted to say to the railroads,

you shall not charge citizens of Iowa more for a certain service than you charge certain other citizens, it will cut off our profits and drive us into bankruptcy and we will have to cut down your wages and discharge you; *we*, unlike the clerks, have in the past believed this "tale of woe," but notwithstanding our efforts the state of Iowa does place in effect a tariff and the court sustains it. But to our surprise the companies affected, not only continue to do business at the old stand, but their profits increase even in a year like 1890 when there was a poor crop throughout the northwest. The railway employes of Iowa are going to imitate the clerks hereafter; they are going to use their own judgment and they are *not* going into any political organization to be maneuvered by anyone; they are going to have some business at Des Moines this coming winter, but it will be attended to through the various organizations which have been found amply sufficient for our wants, and while the Club has been fighting the battles of the railways in Minnesota, the other organizations where the Club has never been heard of, have procured much valuable legislation—Ohio, Texas, Missouri and other states that we might mention for instance. In Indiana, we failed to get anything, but just quietly look at the result of the next legislative election in that state and see what can be accomplished without the Club. Mark the effort of the employes in Kansas to help the roads and see what it cost them. They have a Club something similar to that of Minnesota. Finally, is it not plainly perceptible to both railways and employes, and if not why not, that there are at least five farmers to every railway employe and in many states the preponderance is much larger, and that if we make an issue between the farmer and the railway employes we are bound to get badly worsted even if we can influence a good many our way. The writer is not one of those who are inclined to run away from an attack, even if the antagonist is a little the biggest, but he has learned by actual physical experience that it is not always wise to invite a conflict with a superior antagonist. This is purely a selfish view, but that is the one on which we are urged to support the railways at all hazards.

"WHO PAYS THE FREIGHT?"

For some time past, this office has been receiving marked copies of papers with editorials on what is called "The Substitute Evil." This bombardment of marked papers commenced with some paper containing the address of one A. Frank Richardson before some editorial convention. We must confess to ignorance as to the address, further than that it was a general arraignment of druggists for persuading their customers to buy something that they did not want in place of something that they asked for, with particular reference to patent medicine. The paper was laid aside with the idea that if there are people who have so little mind that they do not know what they want and if they do know, will be persuaded they don't, they ought to have some one to tell them what to buy and it might as well be the druggist as any one else and with the further idea that Mr. A. Frank and the patent medicine men had to use a slang but realistic phrase, "worked the editors to the Queen's taste." Then

began to come papers with editorials on Mr. A. Frank's address and telling how suffering humanity was being poisoned by the druggists and the poor patent medicine men were being defrauded out of legitimate gains by the wholesale deception, and with them began to come papers issued by advertising agencies accompanied by circulars requesting us to copy or to editorially notice and to send marked copies to the said agencies in order that the patent medicine might know who their friends are, one of them containing a long list of illustrations showing just how a bottle of Squill's Electric Amalgamator looks and how it was counterfeited, and the assertion is made that several large houses are engaged in making these counterfeits of popular patent medicines. If this is true, and the counterfeits are made so nearly like the original as to deceive, it would seem to us that there would be plenty of legal protection for those injured thereby. Of course this remedy would not be available in the case of a druggist who assures the customer who asks for Squill's E. A. that he has something else that is better, but it seems to us that the druggist who does this is not likely to last long, but on the contrary will drive away his customers, unless the substitute is actually as good or possibly better than the original. One argument used to convince us that we should denounce the druggists and the substitution generally, is that it will help us to get advertising and if we take up the cudgel in behalf of the patent medicine men, they will reciprocate by giving us advertising. Now the honest opinion of the writer is, that if every iota of patent medicine in the country was destroyed, the factories closed "never to go again," the general public would be distinctly the gainer thereby, and we have during a brief existence on this mundane sphere, drank enough patent medicine to make us *think* we are qualified to express an opinion. THE RAILWAY CONDUCTOR is in the market with advertising space to sell, but it neither sells its editorial opinions nor does it give them as an inducement to advertisers to patronize us. As long as people *will* buy and take patent medicines, we will be glad to advertise them for reputable houses, and will hope that what are sold to readers of THE CONDUCTOR will do no harm. We do not wish to be understood that there are no virtues in patent medicines for we believe there are many that properly used are beneficial, but we also believe that of every ten who buy and use them, at least nine have no use for them. Were we convinced that there was any general effort on part of the druggists to substitute an inferior for the article called for, we would have no hesitation in condemning it, but as before remarked, we have taken our full share of patent medicines and have bought them all and paid for them and in our entire experience we have never been asked to take any other than what was called for, and there certainly can be no doubt on the part of any one that many of the well-known advertisers have been more largely advertised by this address and the comments thereon than in any other way during the same time. Some other papers seem to have received the same impression that we did at first and charged that it was a bright advertising scheme, but this is indignantly denied by many, and it is stated that Mr. A. Frank didn't get a cent for his address, nor any of the papers get any pay for publishing it. We don't know

that they did and of course cannot question the statement, but in view of the general indisposition on the part of mankind to be at any expense to benefit the general public unless there is an expected profit somewhere, we are inclined to wonder what Jones is "paying the freight" on all the papers that have been coming to us.

And there is one thing more, the general predisposition of the writer in witnessing any "scrimmage" is one of sympathy for the under dog, and if there is anything on earth that we despise it is to see or hear a "bully" assume to dictate to a little chap.

The *Journalist* is a paper which is "devoted to newspapers, authors, artists and publishers," and which assumes to tell us how newspapers should be published. Until very recently we had never seen a copy of *The Journalist*. Probably this is our misfortune and the sole reason why THE CONDUCTOR does not rival *The Century*, *Harpers* and other like publications. At the head of its editorial columns we find a notice that copy must be received by a certain time and that the rule is imperative because of the requirements of *fine press work*. We will undoubtedly expose our ignorance of the art preservative and again illustrate the immensity of our loss in not having had *The Journalist* to educate us up to an appreciation of fine press work, but a candid expression of opinion is, that if the several "sample copies" of *The Journalist*, which we have received, are a fair sample of its fine press work, the average western country newspaper excels the standard publications on press work, for *The Journalist* very much resembles the former. The fact that a number of the metropolitan dailies like the *Chicago Herald, Post, Tribune, The New York World, Advertiser* and so on have taken up the "substitute" fight and commented at length on its evils and the opportune address of Mr. A. Frank Richardson, may be a very good reason why us little fellows should do the same regardless of opinions held by us, and it may be that it is gentlemanly for such "high class" publications as *The Journalist* to write us down fools and asses because we don't. We have received several different sample copies of this paper, and if memory is correct, at least one circular asking us to "join the gang" and show the advertisers that we are their friend, but have paid no attention to it until now and should not now, but for the fact that the last "sample" copy sent us contains an editorial which places this paper in the class of bullies, in our opinion. It struts out in a Wellington DeBoots fashion, and like the fifteen-year-old bully to his ten-year-old companion, proclaims "if you don't shut up, I'll give it to you," but it takes pains to parade its "backing" by quoting the large dailies which have endorsed Mr. Richardson in his fight on the "evil." The article in question, occupies a page of the paper and is headed "To the Infant Class," and as a specimen of the high class journalism taught by this paper we reproduce just a little.

"It sometimes becomes necessary for *The Journalist*, in its capacity as a public teacher, to address itself to those who have not yet attained their full mental growth, who are, by reason of immature brain development, extraordinary stupidity, or overweening conceit, still in the infant class of journalism so to speak. Now for individual instances. * * * Little Sun, from Attleboro, Mass. Stand up. You are nauseated by the

flood of papers you have received relative to this matter. Well, quiet your little tummy and listen. The papers which have been sent you contained the expressions of men qualified to speak on a subject in which, through mistaking your mental calibre, it was supposed you would be interested."

Probably of course, Mr. Forman of *The Journalist* is one of those "qualified to speak" in his own estimation at least. After several such elegant specimens, Mr. Forman says, "well you are clever. Go up head and put on this pretty cap; it is tall and pointed, but it becomes your style of beauty." THE CONDUCTOR although not placed in this infant class by this "public teacher," joins it gladly of its own accord and will stay there so long as the adult class is represented by such as *The Journalist*.

NOT A CONCESSION TO THE TRAINMEN.

The Firemen's Magazine, in "boiling down" the facts in reference to the Supreme Council and its action in the difficulties of the past few months, says:

"There is one amazing fact connected with the trial, the one thing never heard of before in all the annals of civil or criminal trials. We refer to the extraordinary concessions made by the Supreme Council to the representatives of the B. of R. T. during the trial of their order on the charge of conspiracy.

We alluded to the facts in our August issue as follows:

The B. of R. T. was on trial. It was charged with a grievous offense, nothing less than conspiracy. That it should be heard in its own defence was right, beyond that any concession was extraordinary. Notwithstanding this, on the motion to accept the report, which if accepted, carried with it condemnation, it was permitted to vote; but more extraordinary still, on a motion affixing the penalty after condemnation, it was permitted to vote. If the question of liberality, concession, brotherly kindness, is ever raised, the record will demonstrate that such consideration was never before extended to any person on trial for a wrong. It was an exhibition of regard which at once hushes to silence any intimation that up to the last and to the ultimate limit, every right that could possibly accrue to the order by virtue of membership in the Supreme Council remained, or was allowed to remain intact. It was permitted to have a voice and a vote upon every proposition, even to affixing a penalty upon its own offending.

There is not a code in the world that permits a party on trial to have a voice in determining either a verdict or a penalty, and we are confident the Supreme Council of the United Orders of Railway Employés made the first and only departure in this regard on record.

We are anxious that the readers in reviewing the facts as herein set forth, shall have in full view the concessions made by the Supreme Council by virtue of which the grand officers of the B. of R. T. were permitted, not only to vote to reject the verdict of guilty pronounced against them, but to record their votes in the negative when the question of the penalty to be inflicted was to be decided.

Now suppose the decision by the Supreme Council had been in strict accordance with courts in all lands, the grand officers of the B. of R. T. would have simply been permitted to testify and to be heard in their own defense, but to vote on a verdict and upon a penalty to be inflicted they would have been silent.

In this, did the Supreme Council err? Manifestly so, but it was an error the benefit of which accrued to the grand officials of the B. of R. T.,

and should at least silence ungenerous animadversions upon the Supreme Council."

We take issue with the *Magazine* as to the action of the Supreme Council in permitting the B. of R. T. to vote being a matter of great liberality from the fact that it was offset by also permitting the Switchmen to vote, and the code which prohibits the party on trial from voting in its own behalf, also prohibits the accuser and prosecuting witness from voting against it. Manifestly, as the *Magazine* says, the Council erred in permitting the B. of R. T. to vote, but it erred just as much when it permitted the Switchmen to vote, and its action was not in any way a concession to the Trainmen so long as the Switchmen were accorded the same privilege. As we have heretofore stated, we believe that neither the B. R. T. or the Switchmen should have been permitted to vote at either the two special meetings held in Chicago or at the adjourned regular meeting in Terre Haute, although it is not at all likely that the result would have been changed by excluding both. In our opinion there were more serious errors than this one, but as we see no benefit to be derived from discussing them now, we refrain. In our opinion, the Federation as at present constituted and under its present laws—though in speaking of laws, we speak of them as they were before the Terre Haute meeting, for we do not know what were enacted there—is a failure, though it has served a good purpose, and no matter whether it be reorganized and renewed or whether another shall arise in its place, it will always occupy a prominent place in the history of railway employes organizations, and its experience in the past will serve to point out the necessity for the future.

THE WM. D. ROBINSON MEMORIAL.

In round numbers there are 90,000 members of train service organizations. Twenty-five cents from each member would make a sum that would erect an enduring monument of some character to one who is the originator of the organization of railway employes. There is not in the United States to-day, a railway employe who is not better off, financially by many dollars, than he would have been had Wm. D. Robinson never lived, and there are but few who cannot spare this little sum while many will gladly contribute more. Personal feeling and jealousy should not be permitted to hinder or retard in any way the progress of this matter and the payment of the debt that we owe to the memory of the founder of the present B. of L. E., which is the parent of all railway employes' organizations. No one should hesitate, least of all, no engineer should hesitate because the matter has been taken up by a member of another organization, but on the contrary it should be a matter of pride to them that the man who originated such a splendid organization should receive such recognition at the hands of those outside of its ranks. The *Firemen's Magazine* has taken up the matter, and certainly there can be no question as to the proper disposition of every cent that is contributed, and we hope to see the fund increase so rapidly that the memorial may be completed before the winter of '92. We hope that members of the Order may not be behind hand, but that they will add their mite to the fund, which is now but \$81.10. Remittances should be made to *Locomotive Firemen's Magazine*, Terre Haute, Ind., and acknowledgement of them

will be made in its columns, or if members of the Order prefer, the writer will accept, receipt for and forward any contributions they may send us and we will also guarantee that it will be properly used.

HAVE YOU SUBSCRIBED YET?

Time flies and those members of the Order who are waiting for the end of the year before sending in their subscription to *THE CONDUCTOR* will in a few short weeks find that they have let it go a little too long, and will miss the monthly visit. Please send in your subscription as early as possible for the next year, as it gives us plenty of time to get your name on the books and mailing list in proper shape and insures your receiving the book promptly, besides saving us the extra labor of taking the name out of the mailing list in December and replacing it in January or February. The circulation of *THE CONDUCTOR* should be at least doubled during 1892, and there is no reason why it should not reach thirty thousand before next April, while if each member of the Order would devote just a little time and attention to it, we would start the year with that number. We are receiving many subscriptions now, but we wish to get all in as early as possible and sincerely hope members will give it attention. There is not a member who cannot get from one to twenty or thirty subscribers outside the membership of the Order with but little exertion, and if each one would do it we would rival the circulation of the standard literary magazines. Don't you want the Grant Memoirs?

GRAND MASTER WILKINSON SUSTAINED

By a large majority, the convention of the B. of R. T. has endorsed Grand Master Wilkinson in his contention with the Trustees, the action of its grand officers in the Northwestern affair and condemned the action of the Supreme Council. This is the beginning of the end of the trouble provoked by the Switchmen and the final result will be the re-election of Messrs. Wilkinson, Morrissey, and Sheahan and the return of the B. of R. T. to the Supreme Council which will be reorganized with the Order and the Telegraphers as members; failing in this, a new federation will be organized in place of the present one which is without force or vitality as it now is. The Order, in receiving to its ranks the B. of R. C., accepted its franchise in the Council, and if the transfer is approved, the Order will be a member of the Council, but its remaining a member will depend upon whether or not the B. of R. T. are reinstated. The injustice did them must be corrected if the Council is to survive. Since writing the above, President Sargent has ruled that the franchise and membership of the B. of R. C. cannot be transferred to the Order. This leaves the Council with the Switchmen and Firemen only. The officers of the Order will fulfil their agreement to use their influence for general federation of all organizations, but *all* does not mean with the Trainmen excluded. It rests with the Switchmen to determine whether the present Supreme Council shall continue or a new one be formed in place of it. If their action shall be prompt and fair and the Trainmen are reinstated, the Order and the Telegraphers will promptly renew their applications; if not, a new federation will be formed before the new year.

W. J. Cornelius an old time Mo. Pa. conductor, is now with the Fort Worth & Denver.

**

The supreme court of Minnesota has decided that dealing in grain futures is gambling.

**

The *Brotherhood Home Journal* reports a little over 25,000 subscribers and it is certainly to be congratulated on its success.

**

Bro. Dewitt Patterson of Syracuse Division, No. 155, is requested to correspond immediately with the secretary of that division.

**

THE CONDUCTOR would be very glad to oblige a "brother from St. Louis Div. No. 3" but cannot do so because he did not send his name.

**

Bro. H. J. Bletcher of Collins Division, No. 5, was killed by being thrown under a car while switching at Emigsville on the Northern Central road, August 26th.

**

Mrs. Maggie Castenborder, McCook, Neb., wishes to hear of Walter B. McCall, and any reader of THE CONDUCTOR who can give her any information in regard to him, will confer a favor by doing so.

**

Bro. E. M. Galloway, a member of Twin City Division, No. 250, was shot by a tramp whom he was ejecting from his train about a month ago, and it is feared he will not recover. The assailant is in custody.

**

The secretary of Hollingsworth Division, No. 100, notifies us that Bro. A. O. Hunter is likely to have trouble if he does not show up at once. He is requested to notify the division of his address immediately.

**

THE CONDUCTOR is in receipt of a very handsome picture, "Twixt Love and Honor," from the Wilson & McCally Tobacco Co. The picture is a beautiful one and may easily be mistaken for a water color; it will be sent to any person sending thirty tags taken from any of the different brands of tobacco sold by the above company.

Bro. J. W. Smith, Parsons, Kansas, wishes to hear from Bro. John T. Lynch who was recently living in Salt Lake City. Any reader who knows the present address of Bro. Lynch will oblige by sending it to Bro. Smith.

**

Bro. Geo. Saunders of No. 11 has been appointed train master on the Santa Fé with office at Emporia. This will gratify many readers of THE CONDUCTOR as well as members of the Order on the middle division of the S. F.

**

Another terrible collision has occurred on the Nypano resulting in the death of the traveling engineer, one fireman and one passenger with a long list of injured, so ne probably fatally. From the press dispatches, it appears that the crew of a west bound freight train are at fault.

**

Bro. John Consalus, who will be remembered by many as the conductor who took the excursion train safely into San Antonio, has been spending a few days at Waukesha, Wis., and returns to duty much benefitted by the waters of Waukesha's famous springs.

**

Brother Frank Champlain, the able chief of Boone Division, No. 34, has received the nomination for representative, and in Boone county the railway employes hold the balance of power between the two political parties, and if Frank is not elected, it will be the fault of the railway employes alone.

**

If J. M. Shoemaker, formerly with the Missouri Pacinc, but later with the Union Pacific at Omaha, will address F. J. Moennig, Delphos, Ohio, he will learn something of importance to him. Any one knowing the address of Mr. Shoemaker will confer a favor by advising Mr. Moennig.

**

Bro. R. M. Higgs, the wide awake secretary of Division, No. 57, and a member of the legislative committee which procured so much beneficial legislation in the Lone Star state last winter, is a candidate for member of the legislature from Tarrant county. Railway employes, and particularly members of the Order, should see to it that Bro. Higgs is nominated and that after the nomination he is elected.

H. E. Jones, an Erie engineer and member of Division, No. 41, of the B. of L. E. of Elmira, N. Y., was a pleasant caller recently.

**

Bro. H. E. Craft of Monon Division, No. 89, has been appointed master of transportation of the L. E. & St. L. to succeed Geo. K. Lowell. Bro. Craft's record is such that a host of people will be very much disappointed if he does not make a capable and efficient master of transportation.

**

The new union depot at Louisville was formally opened to the public a few days ago and it is one of which the city may well be proud. Among the officials we notice Bros. C. H. Rice, depot master, Thos. Lanahan, assistant depot master, and Geo. W. Roberts, night depot master, all members of Division 89.

**

The formal opening of the St. Clair tunnel which occurred with much pomp and ceremony September 19th, marks another event in the onward march of railways. The tunnel is almost two miles and a quarter in length, a little over one-half being under the river, and its cost was nearly a million and a half dollars.

**

Dave Moffatt's resignation may, if it goes, result in an entire change in the heads of the various departments, and what in blazes would the Rio Grande Railroad be without Syl T. Smith, Colonel Andy Hughes, Major Shaderick Hooper, "Jimmie" Gilluly, the Irish patriot; Murphy, the "old reliable;" Kramer, the trout pirate; Burns, the motive power that motes; Jimmy Andrews, the "bumper;" Harry Pike, the "Smooth Eph;" Wadleigh, the bard of the Rockies; and last, but not least, the capable, diligent, deserving and ever faithful Ridgeway. Gentlemen of Amsterdam and New York, if you contemplate such sweeping changes, if you desire an entirely new deal, if the power vested in you to depose and dethrone is to be used without consulting our desires and feelings, let the work of dismantling and disfiguring be complete! Take up our pass and fire "Jack" Brown.—*Muldoon*.

**

Later information in regard to the recent disastrous collision on the Nypano near Kent leads to the conclusion that it is a direct result of the policy of the company of employing inexperienced men. As we have heretofore stated, the company decline to employ as trainmen, any who have had any previous experience on other roads, giving the preference to "green" men. The official statement as published is manifestly incorrect and made with a view to shield the management. It says that the conductor of No. 85, which was the freight train, "had orders" to hold at Ravenna until the sixth section of No. 4 arrived. No. 85 did not have any orders and none were needed; both Nos. 4 and 8 are first class trains with absolute right to the road over all inferior class trains and No. 85 is a second class train and any railroad man knows that no orders were required to hold 85 at Ravenna; the sixth section of No. 4 was a part of that train and had the right to the track over 85 just as much as the first section had.

We are indebted to Bro. Chas. H. Dale, general agent of the Peerless Rubber Company, whose advertisement will be found in the front of this number, for a history of New York City and its commerce which is a finely illustrated book of 300 pages and forms a valuable addition to the office library.

**

Bro. Thos. Ferrier, of Division, No. 76, was murdered in cold blood while in charge of his train on the "Frisco" from Vinita eastward, by a stockman who was on the train. His mortal remains were laid to rest with the impressive ceremonies of the Order, conducted by Ozark Division, No. 30, at Springfield, Mo. Peace to his ashes.

**

September 24th, Bro. W. H. Harrison departed this life at Buena Vista, Hot Springs. He had gone to the Springs for sciatic rheumatism and had recovered when he was suddenly attacked with pneumonia and died after an illness of about three days. His family were summoned and reached him in time to be with him for some hours. Bro. Harrison was a member of the G. A. R. and a 32° mason and was cared for by members of these organizations as well as by members of the Order. He had an extended acquaintance through New York and Ohio and many will regret thus to learn of his untimely death.

**

W. M. Hollister, who was expelled by Division, No. 35, some time ago, has deserted his family and left them in a destitute condition. Any one knowing his address will confer a favor by advising his distressed wife at Chapman, Nebraska, and all employes where Hollister may be employed would perform an act of charity if they would use all means in their power to compel him to provide for those whom he has left destitute, and if he will not do so, he should be driven out of the ranks of railway employes. There is no excuse for the man who will not only leave the woman he has sworn to provide for, in a destitute condition, but will also make worse than orphans of his children, and in this case, three little girls are left to begor starve, as the case may be.

**

John A. Hill, of *The Locomotive Engineer*, is the author of a little book entitled *Progressive Examinations of Locomotive Engineers and Firemen*, which, if studied by those who are or expect to be employed on the locomotives of this country, cannot fail to be of benefit to them. The plan proposed by Mr. Hill commences with the prospective fireman who applies for a position with a view to ascertaining his mental and physical fitness for an engineman. After one year's service, the fireman is again examined, his progress in his chosen profession inquired into, and so on at the close of the second and third years, the latter being thorough enough to determine fully whether or not the person examined is qualified to be promoted to the position of an engineer. It is a book which can be profitably read and studied by all in the train service, including the conductor and brakeman. The price is fifty cents and it can be obtained by sending to the author, box 1736, New York City.

Bartlett Division No. 214 at Moncton, N. B., with only thirty members, for a period of nearly two years, maintained a disabled brother and his family without asking aid from other divisions. This is pretty good evidence of the character and energy of those who compose the division.

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The Bear is all right and quite well. Hasn't devoured any person yet but is altogether too much like a conductor to wish to bite any one except under very exceptional circumstances. Is fat, good natured and friendly but he dees like a good rough and tumble scuffle and is a champion wrestler. He will sit for his portrait soon and THE CONDUCTOR will present his smiling countenance to its many readers.

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Brother A. M. Sadd, who was conductor of the Rio Grande train that was "held up" about the first of September, thinks he was the least frightened of any one on the train but he also thought that the inside of a coach was good enough for him and that he had no business out in the dark trying to stop the flying bullets. The robbers compelled the fireman to break open the door of the express car and march in ahead of them in the face of a fusilade from the messenger; with him it was a clear case of "shot if you don't sure and perhaps shot if you do."

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I am pleased to inform the many friends of Geo. Willetts, a member of Denver Division No. 44, who has so long and faithfully performed the duties of yardmaster for the B. & M. R., at this point, that for his strict attention to business, and untiring efforts to perform all the duties enjoined upon him, he has been granted an increase (not of wages) in his family, to the amount of one girl; the increase dates from and including Sept. 3. Brother Willetts is feeling as well as could be expected under the circumstances, and the writer wishes that Brother Willetts and wife may have many such pleasant surprises.—Correspondent.

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The republicans of New York have nominated Hon. J. Sloat Fassett for governor, while the democrats have placed at the head of their ticket, Hon. R. P. Flower. Politically, we hope to see Mr. Flower elected and Fassett snowed under by, well 200,000 once more would do; but in this, as in many other things, there is more than politics to be considered. To Mr. Fassett alone is due the fact that a member of the Order of Railway Conductors holds a lucrative and responsible position, as it was Mr. Fassett who procured the appointment of Bro. C. A. Burr as deputy collector at the port of New York, and we sincerely hope that members of the Order will remember this during the coming campaign, and if enough of them do so in a practical way, to make him Governor Fassett, we won't complain.

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The Brotherhood of Railway Conductors at their late convention appointed a committee to confer with representatives of the Order in regard to a consolidation of the two organizations. It is probably needless for us to say that this committee will be met cordially and fairly by the officers of the Order and it is hoped that the conference

may result in some arrangement that will lead to an amicable adjustment of all differences and put an end to the present condition of affairs with two rival organizations of conductors, both laboring for the same object and pursuing practically the same path, though it is quite likely that all that the officers of the Order can do will be to make a recommendation to a special session of the grand division or to divisions for a letter ballot. We hope to be able to give some definite information before the last form goes to press.

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J. H. Schwerzgen, formerly of the B. of T., and now of the O. of R. T., was a visitor recently. Brother Schwerzgen is an enthusiast on the future of the telegraphers organization and we sincerely hope his brightest visions will be realized.

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Among those whom favoring winds drifted through our door during the past four weeks were Bros. Honin, of *Railway News* reporter, Geo. W. Hammond, ex-mayor of North Platte, Neb., and N. O. Averitt of Division 39. Hammond came over to see Allerton trot and promised to stop on his way home and leave a thousand or so of his winnings. He didn't fulfill his promise but whether the fact that Allerton did not win, has any connection with the failure or not, deponent sayeth not. Come again boys, all.

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The Railroad Employee, a monthly paper published by B. E. Chapin, 119 North Third street, Newark, N. J., is the official paper of several mutual benefit associations of employes of the D. L. & W. and P. & R. roads and is a bright and newsy little sheet. In the number on our table is an excellent portrait of F. J. Griffiths, division superintendent on the D. L. & W., and a former member of the Order who cast his lot with the "Independents" last year, and who, we predict, will soon if he does not now, regret his action. Of the Independents, the *Employee* says, "The Independents, although starting out under favorable auspices, have within the past year been growing beautifully less, and a majority of the Morris & Essex conductors have decided to go back into the old Order."

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In Milwaukee recently, a man confessed to being guilty of a murder which occurred some years ago and for which two other young men were convicted and punished. The conviction was brought about by an alleged confession made by one of them to a detective. One of them is now dead and the other a helpless invalid, made so by the persecutions and perjury of detectives. The sooner the private detective and detective agencies are driven from the face of the earth, the better it will be for all honest people, for while we do not in the least question the honesty of many private detectives, we believe that the sooner the business is outlawed and such matters placed entirely and exclusively in the hands of officers of the law, the sooner we will be rid of a horde of mercenary wretches whose only aim is to "make a case" without regard to the guilt or innocence of the person accused. In the coming elections, every railway employe should require a pledge from every legislative candidate that he will work for the extinguishment of this evil.

Brother Walter H. Russell of E. A. Smith Division, No. 146, is requested to correspond with the secretary immediately.

* *

Bro. F. W. MacVeigh, the well-known and popular secretary of Division, No. 204, will soon retire from his present position and return to his old trade of railroading. He will return to the B. & O. where he was formerly employed. Many friends, including THE CONDUCTOR, will wish him success.

* *

How many conductors who hold accident policies in the Travelers' Insurance Co. know that their policies do *not* cover injuries "resulting wholly or partly, directly or indirectly" from getting on or off a train while in motion, which they are daily compelled to do.

* *

The October *Century* will contain a frontispiece portrait of Rudyard Kipling and an article on his work by Edmund Gosse. Mr. Gosse says that Kipling was born in Bombay in Christmas week, 1865, and is therefore only in his twenty-sixth year.

* *

The two brakemen who precipitated an unauthorized and illegal strike on the J. S. E. by refusing to go out with Brother C. C. Parker whom they accused of being a scab, will now have time to reflect that no matter how just their cause, it is better to submit to a little delay and act legally, and that if they had taken such a course, they would have learned how groundless their complaint was before it was too late.

* *

An item is going the rounds of the press to the effect that the New York State Railroad Commission have adopted a rule that conductors when running on orders, must give the flagman instructions in regard to such orders in writing instead of orally. The surprising thing about this, is that one member of the New York Commission is a practical trainman and a member of the B. of L. E. It would not be at all singular that the ordinary commission should promulgate such an order but that one which has a practical train man as a member, should do such an absurd thing is a little surprising.

* *

The Tennessee legislature has adjourned without providing any relief for the miners and the state will continue in the business of furnishing cheap men to take the place of honest laborers who wish to provide bread for their families in order that the millionaire mine owners may pile up dollars faster. Come to think of it, however, Tennessee is no worse in that respect than Iowa, which contracts its convicts, but we sincerely hope that the democratic administration which will be elected next month will wipe out this disgrace. Meantime laboring men everywhere should make it distinctly understood that unless the chairman of the National Democratic Committee clears himself from connection with the Briceville infamy or is removed from the committee, the democratic party will suffer the loss of their votes, and this is written by a partisan democrat.

Wars and rumors of wars come to us from over the seas; Russia sends a war ship through the Dardanelles and compels Turkey to apologize for stopping it, and England seizes an island near the scene of action. All indications point to a general upheaval on the eastern continent, which will compel us all to study our "jogerfy" again. History seems to be repeating itself and we find the "Holy Alliance" which was the subject of Tom Moores sarcasm practically repeated in the "driebund" of to-day, while the Franco-Russian alliance of Bonaparte and the first Alexander is duplicated between the French republic and the present tsar. Whether the present Alexander will keep faith any better than his namesake did, is yet to be determined; an alliance between a republic and the despotic Muscovite government does not seem to us to be a natural one, and of course nothing but the intense desire of Frenchmen to follow the first Napoleon to Berlin and retrieve the losses of his nephew, and the Muscovite banking after Constantinople brings it about. While war is to be deplored at all times and places, it seems to be certain that it must come sooner or later in the east, and if inevitable, perhaps it may as well be now as later. Any way, the recent war-like talk and incidents gives us an opportunity to say what seems to have been overlooked by the daily press, that it's a Mitylene Turkey of which England don't get a slice.

* *

September was not a bad month for the Order: in addition to the organizations reported in another part of this issue, Garretson organized No. 287 at Albuquerque, N. M., with H. L. Keaggy, Chief Conductor, and L. W. Roberts, secretary; reorganized and put in excellent shape Temple Division at Temple, Texas, which has been in a demoralized condition since it was betrayed by its secretary, J. W. Martin, and it will henceforth be known as Magnolia Division, No. 18, with F. G. McDaniel as Chief Conductor and Chas. Wreatham as secretary. Bro. W. H. Budd organized No. 292 at Chicago Junction, and the division reciprocated by electing him as its first Chief Conductor. His address is Monroeville, Ohio, and the secretary is D. E. Hilgartner, box 243 Chicago Junction, Ohio. A new link has also been added to the chain by the birth of Charles Murray Division, No. 293, located at Western avenue on the Northwestern in Chicago. The only thing that was a failure about this division was the organizer, who managed, however, to get the boys started with the assistance of Bros. Sadd, Connors, Scott and several others of Chicago Division, No. 1. This division is named after the late superintendent of the Galena division of the Northwestern. Last, but not by any means least, is the organization of a splendid division in Hoboken, N. J., to replace the one that was taken out of the Order by misrepresentation a little over a year ago, and Morris Division, No. 291 will hereafter do business at the old stand with Bro. Niram Devoe as Chief and W. T. Rndio, secretary, South Orange, N. J. Bro. Rndio was the First secretary of Taylor Division No. 168, but left the division later on account of the actions of a member who is now about all that is left of the "Independents" in Hoboken. Bro. Bolles organized this division, assisted by Brothers Carpenter and Bowrosan of 154.

THE RAILWAY CONDUCTOR.

VOL. VIII.

CEDAR RAPIDS, IA., NOVEMBER, 1891.

NO. 16.



GOVERNMENT TELEGRAPHY IN ENGLAND.

Interesting accounts have been received at the Post Office Department from Henry George, Jr., a newspaper correspondent now supplying a syndicate of American daily newspapers with letters from England touching the postal telegraph system in that country. He says the charge for telegrams to all parts of the united kingdom is one cent a word, including the address, the minimum charge being twelve cents for twelve words or less. Ordinary postage stamps are affixed to the messages in payment. A moderate additional charge is made when the addressee lives beyond the limits of the free delivery. Telegrams can be repeated at half the original cost. The cost of a reply not exceeding forty-eight words may be prepaid, and a "reply form" is then delivered to the addressee, who can send his reply from any telegraph office within two months. Five figures are counted as one word; in this country the telegraph companies count every figure a word. As a measure of economy where many messages are likely to be sent, an abbreviated or arbitrary address may be registered for five dollars a year. In addition to these direct benefits, the people enjoy very substantial indirect advantages such as result from a cheaper service for newspapers and news agencies.

The rate for news messages to all parts of the kingdom is twenty-four cents for every one hundred words transmitted between 6 P. M. and 9 A. M., and during the day it is twenty-four cents for every seventy-five words, with the additional charge of four cents per one-hundred, or seventy-five words, according to the hour, for every duplicate telegraphic communication. A correspondent in London with three-hundred papers on his list, for instance, pays for sending out a piece of news after 6 P. M. at an average rate of a fraction over four cents per hundred words. In this way, Mr. George says, the vast bulk of the news telegraphing is done.

The Delaney multiplex is one of a number of American inventions in use in England, by which it is possible to send out six messages over a single wire at one time. The British government pays \$10,000 a year royalty on it. Although it has been in profitable use there five years, it has been steadily refused in this country where the companies have no need of inventions that would increase facilities and reduce their charges. A prodigious amount of work, in an incredibly short time, is accomplished in the English postal telegraph system by the Wheatstone automatic process. This is an English

invention, transmitting four hundred words a minute, and is used in newspaper telegraphic work.

Since the government regulation of the telegraph lines in England, the number of telegraph offices has been increased from 2,188 to 7,600, the rates have been reduced more than one-half, and press rates cut down to a fraction over four cents per hundred words; and more important than all that, the service has been equally and impartially cheap to all. Universal sentiment, according to Mr. George, testifies to the immensely greater convenience and efficiency of the postal telegraph system, and no one would ever think of going back to the old plan of private companies. Mr. George thinks that as good, if not a better, postal telegraph system could be established in the United States. The American letter service is really much cheaper than the English, taking into account the fact that our territory is thirty times larger; and electrical invention, instead of being checked, would be stimulated.

Our Grand Chief.

Once more E. E. Clark, grand chief conductor of the Order of Railway Conductors, has proven his great ability in handling the affairs of that organization. He has just successfully closed an engagement, which has taken up a great deal of his time during the past year. He has captured and brought into camp, bag and baggage, the entire membership of the Brotherhood of Railway Conductors. We doubt if the ablest of his predecessors could have accomplished with the entire rank and file behind them, what he has done almost alone. Mr. Clark has made a model executive officer, and the success that has crowned his latest efforts will endear him to every member of the fraternity. Our grand chief is a natural born general in every engagement, since he assumed his present office, he has either been victorious or has covered his retreat so skillfully that the enemy believed he was advancing. The Brotherhood of Railway Conductors for a while bid fair to become a healthy rival to the Order, but with the election of Mr. Clark and the introduction of his energetic and sensible methods, the Brotherhood soon found itself opposed by a foeman worthy of its steel. Instead of standing idly by until the Brotherhood had organized a new

lodge and then predicting that it could not last, Mr. Clark went into the enemy's country and captured recruits on all sides. So ably did he handle himself and the forces under him that in less than six months from the time he was elected it was evident to all that the Brotherhood would, sooner or later, be forced to capitulate.

That it has done so fully, will be a source of great satisfaction to all classes of right minded railroad men. The membership of the Order of Railway Conductors in every section of our land will heartily endorse the action of their chief when they shall have obtained full particulars of the great victory. They will, also, to a man, extend to the new members from the Brotherhood the right hand of fellowship, and hereafter all will be a happy family and dwell in true perpetual friendship.

Grand Chief Clark is also deserving of praise for his promptness in accepting "the sword" of the Brotherhood when it was laid down, without going to the useless expense of calling an extra session of the grand division, which would have cost thousands of dollars and the loss of valuable time. That Mr. Clark has always done the right thing at the right time goes without saying, and we desire to extend to him, and through him to every member of the Order, both old and new, our heartiest congratulations on the successful outcome of the negotiations. Mr. Clark can well exclaim with Nelson: (Perry?) "We have met the enemy and they are ours."

—*Railway News-Reporter.*

A Conductor.

A true conductor is one of the most self sacrificing of men, instant in courtesy, infinitely patient, steadfastly kind. He is like charity, in that he envieth not, seeketh not his own, is not easily provoked, suffereth long and is kind, beareth all things, and endureth all things. *He is* charity, personified; and, comparing him with other professionals, one often feels to say of him: "The greatest of these is charity." The one whom this does not describe has mistaken his vocation. Let him seek some lowlier position, for no real self-respecting conductor can conscientiously fraternize with him, even on an O. R. C. excursion, where all are exempt from ordinary rules and regulations.—Lura E. Brown in *Arkansas Press.*

"How I Wonder."

FOR THE RAILWAY CONDUCTOR.

"Twinkle, twinkle, little star,
How I wonder what you are."
Thus did we in young days sing
Of our youthful wondering.
Other matters, more mundane,
Since have crossed our vision's plane,
Causing wonder to abound
While the cause was less profound.

When the philanthropic man,
Loud and long proclaims a plan,
Shaped by him to help the race,
Asking for it special place,
How I wonder what is he
While talking philanthropy?
In his home does he desist
From role of philanthropist?

As I pass along the street
And some lovely visions meet,
With complexions very rare
And outlines beyond compare,
How I wonder, while I gaze,
What you are (beneath the stays.)
How much false and how much true
In form and complexion too?

When sometimes, I'm listening
To the preachers while they bring
To my view the "way to walk,"
With their loud impassioned talk;
How I wonder, from my pew,
To myself sirs, what are you?
Which sides take ye, I would know,
On the road to Jericho?

How oft do we, from our youth,
Ask, like Pilate, what is truth?
Although hidden from our eyes
Will it ever higher rise?
How I wonder, thou the false
Till its devotee exalts
From its use, enduring pain,
That through it mankind may gain.

Active, restless, wondrous thing
Called the brain, how take ye wing?
Sending messengers through space
Masked behind a passive face,
How I wonder what you are,
If destined to near the star
Or go higher when man dies,
Than the star that caught young eyes?

S. E. F.

Bear Hunting in the Rockies.

Bear hunting, as a general rule, I do not think would appeal to most sports-

men. It is rather slow work, and one is often very inadequately rewarded for the amount of time and trouble spent in hunting up bruin. There is hardly a portion of the mountains where there are not evidences of bear, but I do not believe that in any locality they are especially abundant. They have been hunted and trapped so long that those who survive are extremely cautious. In my experience there is no animal gifted with a greater amount of intelligence, and, in this region, the hunter's chief virtue, patience to wait and stay in one spot, is sure to be rewarded sooner or later with a good shot.

Let me say now that the danger and ferocity of the bear is, I think, very much overstated, yet there is just enough element of danger to make the pursuit of this animal exciting. Naturalists do not now apparently recognize more than two varieties of bear in the Rocky Mountains. That is, they class the cinnamon, silver-tip and grizzly, as grizzly bear. The other variety, of course, is the black bear. I am by no means sure that the grizzly bear will not be further subdivided after careful comparisons of collections of skulls.

Much has been said and written about the size and weight of the grizzly bear, and in most instances this has been mere guess-work. Lewis and Clark made frequent mention of this animal, and yet their estimate of the weight falls far below that of other writers. Only a few instances have come to my knowledge where the weight has been ascertained absolutely. A good-sized grizzly killed in Yellowstone Park last summer by Wilson, the Government scout, weighed six hundred pounds. Colonel Pickett, who has a neighboring ranch to mine, and who has killed more bear than any man I know of, weighed his largest, which, if I remember rightly, weighed eight hundred pounds.—*Scribner*.

The Folk-Lore of the Pueblo Indians of New Mexico.

Despite all their progress in civilization, despite their mental and physical acuteness and their excellent moral qualities, the Tee-Wahn are in some things but overgrown children. Their religion is one of the most complicated systems on earth. Besides the highest deities, all the forces of nature, all animals, as well as

many things that are inanimate, are invested by them with supernatural powers. They do not worship idols, but images and tokens of unseen powers are revered. They do nothing without some reason, generally a religious one, and whatever they observe they can explain in their own superstitious way. Every custom they have and every belief they own has a reason which to them is all-sufficient; and for each they have a story. There is no duty to which a Pueblo child is trained in which he has to be content with the bare command, "Do thus"; for each he learns a fairy tale designed to explain how people first came to know that it was right to do thus, and detailing the sad results which befell those who did otherwise.

It is this wonderful folk-lore of the Tee-Wahn that I have learned—after long study of the people, their language, customs and myths—and taken, unchanged and unembellished, this series of Indian fairy-tales.

The use of books is not only to tell, but to preserve; not only for to-day, but for ever. What an Indian wishes to perpetuate must be saved by tongue and ear, by "telling-down," as were the world's first histories and poems. This oral transmission from father to son is of sacred importance with natives. Upon it depends the preservation of the amusements, the history, the beliefs, the customs and the laws of their race. A people less observant, less accurate of speech and of memory, would make a sad failure of this sort record; but with them it is a wonderful success. The story goes down from generation to generation, almost without the change of a word.

Here in Isleta, the quaint pueblo of the Tee-Wahn where I am living, I have become deeply interested not only in the folk-stories themselves, but also in the manner of handing them down. Winter is the season for story telling. Then the thirsty fields no longer cry for water, the irrigating-ditches have ceased to gnaw at their banks, and the men are often at leisure. Then, of an evening, if I go over to visit some *vecino* (neighbor), I am likely to find in the great adobe living-room a group of very old men and very young boys gathered about the queer little corner fireplace with its blazing upright sticks. They, too, have come a-visiting. The young men are gathered in another

corner by themselves, eating roasted corn, and talking in whispers so as not to disturb their elders, for respect to age is the corner-stone to all Indian training. They are not required to listen to the stories, being supposed to know them already.

As I come in, kindly old *Tata* (grandfather) Lorenzo is just beginning a story in the musical Tee-Wahn, and one of the boys runs to bring me a little hewn wooden stool that I may join the circle. Lorenzo pauses to make a cigarette from the material in my pouch (they call me *Por todos*, because I have tobacco "for all"), explains for my benefit that this is a story of the beginning of Isleta, pats the head of the chubby boy at his knee, and begins again.—St. Nicholas.

The First Double Driving-Wheel Engine South.

FOR THE RAILWAY CONDUCTOR.

Col. Richard Peters, the able superintendent of the old Georgia Road, came from Pennsylvania. He was brought out by J. Edgar Thomson, the renowned civil engineer. As assistant in surveying in 1835 and in '36 or '37 was made superintendent of the road. Peters brought the two brothers, James and Samuel Hardman to take charge of the machine shop.

James was boss. He got a call to the Stub Road shops, when Samuel was promoted to the place.

The Hardman's were live, active men who understood what they undertook to do. Sam, while I was on the road, got out another brother, William, in the shops and Sam dying somewhere in 1860, William took his place. He displayed the same tact in keeping pace with the times and improving in locomotive power and speed. William, from age and infirmity, had to retire fifteen or more years ago, when his son-in-law, John S. Cook, was put in and is now master of all the running departments, engines and cars.

There are only a few of the old time conductors living, as well as engineers.

Wm. Raney, who quit running in '47 or '48, is still living. He is the oldest throttle puller in Georgia and next oldest in the world. He began in 1836. The two next oldest engineers who run continually from somewhere in the 40's, is Jack Stalb and Jim Galloway. Jack has been for several years off a locomotive, and promoted to a commodore of the round house, and all the boys well know on pulling on

the turn table that Jack will see if their engines are O. K.

Then there's Frank Sales, who has run the passenger train continuously for thirty-seven years; in a few days will complete his thirty-seventh year, and what is remarkable he has hardly met with an accident in that time. What is more remarkable, showing the providence attending him, on several trips he could not go out and another engineer took his engine, and almost every time it occurred the train met with an accident. Frank still runs.

Galloway has a son in his place. He is living at his quiet home in Athens. I am going to see him before long. He was fireman when I ran as conductor.

The two oldest continual running conductors now on the passenger trains have been on the road from 1855 and '56, are Nat Hutchins and Mike Welch.

William Hardman died last year, but I reckon the record of the family is hardly equalled in America for steady railroad men. The shops at Augusta being under the control of one of them in succession since the first anvil was hit in 1835.

Some of them may remember the sensation when Sam Hardman, in January, 1843, rolled out of the shop a six driving wheel engine without truck wheels, which he conceived and rigged up out of one of Baldwin's old single drivers on the road called the Tennessee.

In that day there were only Baldwin locomotives, and all single driving wheels. Hardman had gone through a siege with them to get them to make steam to haul heavy trains, and made new driving wheels of less diameter to test the engines hauling freight.

Such was the struggles of the boys managing the throttle, in consequence of heavy grades, to pull cotton in the winter the bulk of freight business.

When the six driver was tested and found O. K., Col. Peters told me to go the first trip with him to Madison and try her with twenty-four cars of cotton, seventeen was the biggest train to this time. John M. Weaver, an old faithful runner, was put in charge of her. He left Augusta on time; made the time to Madison by next day at 10 o'clock all right with twenty cars; seven empty. In due time our twenty-four cars, eight box, sixteen open cars, were loaded—quite a novel sight, such a long train.

Weaver and I in going had watched the workings of the engine and saw she was all right, but both of us agreed that in going back with such a train, twenty-four cars, we could not make schedule time, because the wheels were too low, not three feet high, no trucks, and from the awkward appearance the boys soon dubbed her the "Giraffe".

We left Madison on time, 2 o'clock, but I soon saw that with the grades, and there were several from Union Point, 30 miles, we never would make the schedule, due at the Point at 6 o'clock, for on going up grade with 24 cars I got off and walked faster than the train was going. It would never do to turn her loose down a grade, no brakes.

The passenger train left Madison at 6 o'clock, four hours after we did, due at Union Point at 8:30, 30 miles. My fears were that Frank McMillen, engineer on the passenger train, would catch us and run into us; and sure enough just we were going into Greenston, 8 miles from the Point, I being on the rear car open, looked back and saw Mack flying up the grade behind us at a good speed and concluded we would have a smash, no time to run over 24 cars to let Weaver know. My train boy, said he was going to jump off. I told him no. Just then Mack saw our train. He was about 150 yards from us. My train was half on the switch. Mack reversed his engine, but gave us a pretty good bump; no damages. I whooped to him to give us a push. We had to lay at Greenston all night. Next day took an early start, caught up on time, and the grades not being so heavy for 40 miles, went on schedule time to Bazulia, 20 miles from Augusta.

When Hardman met us with an engine, Col. Peters along, to see how the Giraffe was doing. We took on four more cars and Hardman came behind to help push us up grade.

Hardman received congratulations on his success, and the engine did good service until she wore out, but many years after that Baldwin got to making a stride in the four driving wheel engines.

The next experiment Hardman made was in 1854 or '55. He constructed another one of Baldwin's single drivers into an eight wheel engine; eight driving wheels and no trucks, and named her "Altoona." She looked right well. Dick Allen, an old faithful fearless runner, took

charge of her. But Dick was too risky, and one day while going down in 1857, he tried to rise a heavy grade with 34 cars, when the engine exploded, blowing off the dome, which killed poor Dick. He lived about 24 hours after the concussion.

J. H. STOCKTON.

The Camper.

Night 'neath the northern skies, lone, black and grim,
Nought but the starlight lies 'twixt heaven and him.

Of man no need has he; of God, no prayer;
He and his Deity are brothers there.

Above his bivouac the firs fling down
Thro' branches gaunt and black their needles brown.

Afar, some mountain streams, rockbound and fleet,
Sing themselves thro' his dreams in cadence sweet.

The pine tree's whispering, the heron's cry,
The plover's passing wing; his lullaby.

And blinking overhead the white stars keep
Watch o'er his hemlock bed—his sinless sleep.

—*Outing.*

"Bear"-ly an Incident.

When it is stated that the genial Dr. Jos. H. Leslie, now a valley resident physician and surgeon, was the late local surgeon of the Iron Mountain Railroad at St. Louis, as well as medical director of the Western Commercial Travelers' Association, his interest and attention to the O. R. C. are at once understood, for—like the devotion to his calling, on one who "stuck types" or "slung ink" in a newspaper office—no one who has ever had any connection with railroad business can be weaned from an interest in aught that concerns it, or do other than his utmost for the fraternity. It was during the ball that—a committee having gotten things in shape—the doctor inaugurated a singularly appropriate and graceful bear-dance, himself promenading in with the bear, a little black beauty, tame and cunning, whose kittenish ways delighted the spectators. As a cure for all the ills of the Order, Dr. Leslie presented the bear

to Grand Secretary Daniels for the benefit of the Order of Railway Conductors. Unlike most doctors' prescriptions this was worded in "English, pure and unde-filed;" and it was presented with all a physician's tact and courtesy. As the chain was handed over to Mr. Daniels the bear stood up and affectionately clasped the arm of the grand secretary who, in every way equal to the emergency, returned the greeting with a carressing pat, and then with rare ability, "took his medicine" and what a paragon of a proxy was this! And then he made a speech that was truly wise and witty. He spoke of the satisfactory traveler; and he humorously set forth the trials and tribulations of a conductor's life, the pin-pricks and sledge-hammer blows given by the nervous, the silly, the pert, the proud, the wicked, the wise in their own conceit, the multitude of thoughtless and careless travelers who vex the souls of conductors almost beyond what they can bear. In the name of the great Order for which he stood he then returned thanks for the gift which would now enable them to "bear" every burden.

—LURA E. BROWN, in *Arkansas Press*.

Railroads to Take a Hand in Politics.

A railway employes club was organized at Ottumwa Saturday night with over two hundred members. Its purpose is to oppose a reduction in railway rates and it will be a very important factor in state politics. Engineer Wilder was made president and Walter Twiss secretary. Railroad officials throughout the state are promoting the formation of these clubs, telling the employes that unless anti railroad legislation is stopped wages will have to come down.

The foregoing appeared in the press last Tuesday morning. If the railway companies are back of the railway employes club they are in poor business. They probably wish to create bad blood between employes and the farmers, and then use the row for an excuse to reduce salaries. Railway employes are foolish if they invest any money in organizations of this kind. The railway officials can tell you how to vote in the future, as they have in the past, and you need not pay one cent for the information. Vote as you please boys, but, remember, every vote you cast for corporations simply welds a link in a slavish chain that will bind you in the end.—*Marion Sentinel*



To Let.

THERE once was a dear little, queer little man,
As quaint as quaint could be,
And he built him a neat little, sweet little house
At the bottom of the sea.

The walls were all of shells so small,
The floors of shining sand,
With a charming frieze of coral trees,
As thick as they could stand.

When finished quite, this mansion white,
" 'T will surely never do
To live alone," said this queer little man;
"There's ample room for two."

So he called a whale with a limber tail,
And said, "Come live with me,
And share my neat little, sweet little house
At the bottom of the sea."

With open smile, quite free from guile,
Said the whale, "I'm fond of stones,
But I plainly know, to dwell below
Would soften all my bones."

A codfish spry went sailing by,
With eye of brilliant green;
He said with stare and stony glare,
" 'Tis the finest house I've seen.

"But duty, pray, is in the way;
To linger might not do,
For Friday's dish might not be fish,
Should I remain with you."

The small man sighed and nearly cried,
Till he saw a mermaid fair,
Who sat all day, in blinding spray,
Combing her golden hair.

"The rocks are cold, the waves are bold,
The passers-by are few;
Then come, I pray, and do not stay,
There's plenty of room for two."

The mermaid gay, as she looked that way,
Said, "Lonely it must be
For one to dwell in a house of shell
At the bottom of the sea.

"It's plainly damp, you have no lamp,
And it's quite too far away,
'Tis best to roam the fleecy foam,
Combing my hair all day."

Alas! for the dear little, queer little man,
As sad as sad could be—
He hid his wail in a leaf of kail,
"I'll travel abroad," quoth he.

So he packed a bag with a suit of flag,
His stick was a seaweed brown,
And he climbed the stair, to the open air,
In the Bay of Slumbertown.

Then he wrote a sign with a bit of pine,
On the shining sand wrote he,
"To let—a right little, tight little house,
At the bottom of the sea."

But sad to say, he turned away,
And a merry, laughing wave
Washed out the sign and bit of pine,
And none was there to save!

Gone is the dear little, queer little man,
So pray tell all you see
About the sweet little, neat little house,
"To let" at the bottom of the sea.

—*St. Nicholas.*

PHILADELPHIA, Oct. 1, 1891.

Editor Railway Conductor:

Erickson Division No. 5, L. A. to O. R. C. gave their third annual excursion to Woodland Beach and Penn's Grove, via: the famous steamer Thomas Clyde, and the event was one which passed off with credit to the committee of arrangements who did their utmost to arrange the day's pleasure for the many who wished to take a delightful trip down the Delaware Bay and enjoy a salt water bath, those who did not care for such a long ride on the water, had the pleasure of getting off at Penn's Grove; a very pretty place down the Delaware River. Quite a number did so, they were a very select party and as there was not any accidents and only a light shower to mar the pleasure of the day, all came home well pleased with their trip. And we wish to thank

Division 162 for the interest they take in us, as they are a very thoughtful class of men, as they think ladies should never go away without some of the male sex with them for protection. Their choice was very good, for they selected four able bodied men to look out for our welfare and see that none of the ladies got overboard. We were the recipients of a beautiful portrait, as three of the committee, which they call themselves, were photographed in a group; they presented it to Erickson Division with the understanding that they should get it framed, and hang it in the Division room. We were very sorry that Mrs. J. R. got in such a crush when she got off the boat at Penn's Grove, as we heard her asking the crowd to please stop pushing, but as Mr. J. R. was with her we will hold him responsible. Hoping that the waste basket is full and has not room for this and to dispose of it you will publish it in THE CONDUCTOR, as we wish all the Sister Divisions to know that Erickson Division is alive and prospering.

MRS. B. F. WILTSE, COR. SEC'Y.

Editor Railway Conductor:

I rejoice to see, in a late issue of THE CONDUCTOR, the inquiry from one of your lady correspondents regarding the sale of beer at the entrance of a picnic given by the O. R. C. The alacrity with which our Grand Division has hastened to accept invitations to visit two great breweries—in two instances—and the freedom with which a majority of conductors—and with sorrow I must say some of the wives have accepted the hospitality of such breweries—surely is but a step toward countenancing just such an evil as the sale of beer at such gatherings as picnics. A trip to an immense establishment like the Anhauser-Busch plant in St. Louis is in many ways instructive and a recreation, but there are other institutions in most large cities where recreation might be had and which would be full of instruction, where there would be no danger of the weak falling into temptation greater than they could resist, and where the moral tone would be more elevating than at a brewery. It is to be hoped that each person interested in the sobriety and good name of the O. R. C. as an organization, will be ever on their guard and do nothing which can in any way reflect discredit upon the Order. Let each one make this an individual matter and then, perhaps, the influence of the Grand Division may be a restraining one instead of an encouraging one. And let every mother who is helping to train sons and daughters for a useful career hesitate before they set an example which, they may in after years have occasion to remember with regret.

A WIFE AND MOTHER.

COLUMBUS, O., Oct. 6, 1891.

Editor Railway Conductor:

I desire, through the columns of THE CONDUCTOR, to make mention of a special session of the Ladies Auxiliary to the O. R. C. at Belleville, O., Oct. 1st, it being the occasion of the institution of Nickle Plate Division No. 12. We were ably assisted in the work by Mrs. Jas. McMillen, Deputy G. P.; Mrs. A. McIntire, Grand J. S.; Mrs. Jas. Moore, President of Division No. 6 and the two able officers, Mrs. M. A. Loop and Mrs. D. Myers all of Banner Division No. 6 of Toledo, Ohio. To each of these ladies I extend my sincere thanks and only hope they may be present on many more like occasions.

The doors were closed promptly at 2:30 and at 7 o'clock the Division was full fledged and well officered.

We were then escorted to the "Mayne House" where covers were laid for twelve and where all did ample justice to the feast of good things. I only regret that Sister Moore had not been appointed a committee of one to write up the supper, as there were three times the number of empty dishes around her plate than at any other, consequently, she would know best what to say.

We would like to hear from the lady at DeSoto, Missouri, and also at Huntington, Ind.

MRS. CHAS. RAGON, G. P.

The Song of the Goldenrod.

Oh, not in the morning of April or May.

When the young light lies faint on the sod
And the wind-flower blooms for the half of a day—

Not then comes the Goldenrod.

But when the bright year has grown vivid and bold

With its utmost of beauty and strength,
Then it leaps into life, and its banners unfold
Along all the lands green length.

It is borne in the glow of a great high noon,

It is wrought of a bit of the sun;

Its being is set to a golden tune

In a golden summer begun.

No cliff is too high for its resolute foot,

No meadow too bare or too low;

It asks but the space for its fearless root,

And the right to be glad and to grow.

It delights in the loneliest waste of the moor,

And mocks at the rain and the gust.

It belongs to the people. It blooms for the poor.

It thrives in the roadside dust.

It endures though September wax chill and unkind;

It laughs on the brink of the crag.

Nor blanches when forests turn white in the wind;

Though dying, it holds up its flag!

Its bloom knows no stint, its gold no alloy,

And we claim it forever as ours—

God's symbol of Freedom and world-wide Joy—
America's flower of flowers!

—St. Nicholas.



ST. PAUL, Minn., Oct. 3, 1891.

Editor Railway Conductor:

Perhaps it would do no harm if I said something about Division No. 40 and what we are doing. I will first state, however, that we are too busy this fall in the Northwest to take time to do much talking. Crops were never better in the history of the country, and it will tax all railroads running west of here to their fullest capacity to take care of the grain. This of course means extra time and pay for conductors and all trainmen. We usually have a quiet time for a few months in winter, but I don't think that will be the case this winter, and next spring business will surely be good, for this excellent crop will induce emigration to flow to the Northwest again as of yore.

Now, as to Division No. 40, I can say that it is growing in a healthy manner, and the cause of this growth is caused by the recent changes in the laws of our Order, and the interest taken by our chief conductor and its members. I predicted when Brother Condit was elected chief conductor that the Division would prosper, and I am very happy to state that I was not at all mistaken. It is the duty of the members to keep him in office. I know he will be too modest to accept a re-election, but we must insist.

I notice a great deal is said in THE CONDUCTOR about Howard and the B. of R. C. We don't see or hear much about the B. of R. C. up here. They have a division here, but seldom get enough members together to constitute a quorum. I am satisfied that within a few years the O. R. C., will have all their good members. ("The scabs and dead beats we don't want.") I can also safely state that each and every member is well pleased with the actions our Grand Chief Conductor has taken on all matters pertaining to the welfare of the Order.

With best wishes for the welfare of all members, I remain Yours in P. F.,

M. N. Goss.

WORCESTER, Mass., Sept. 29, 1891.

Editor Railway Conductor:

As my first attempt did not reach the waste

basket, I will try my hand again. This Division No. 237, is still in a flourishing condition and gaining members every day and there seems to be no signs of any backsliders among us.

Sunday Aug. 9, this division gave their Second Annual Excursion to Crescent Park. About 1000 people took advantage of the cheap excursion rates and left Worcester at 7:45 a. m. on a train of eighteen cars.

At Crescent Park all were served with one of Geo. B. Boyden's noted shove dinners, and despite the fact that there were over 5000 people at the Park everyone had all the clams and fish they could eat, and such clams, too, if any of you ever ate any of Boyden's Rhode Island baked clams I am sure you will never forget them and I would not be surprised to hear some one say their mouth watered for them now; well every one seemed to enjoy themselves, and in the afternoon listened to a concert by the famous Reeves American Band. The party reached Worcester on the return about 9 p. m.

What is the matter with Division No. 151, we understand they have surrendered their charter. From all accounts it looks a little as if some one had got elevated a little above a conductor and didn't want to remain in the Order and wanted to get out and take the division with him, and it looks a little now as if he succeeded pretty well. We are very sorry to see the pride of New England Divisions go under when they seemed to be in such a prosperous and solid condition.

We have already received transfer cards from two members of that Division and understand there are several more coming.

We would be most happy to have all those members of Division 151 who wish to remain in the Order get transfer cards and come into Division 237, we are looking for you all.

Yours truly in P. F.,

DAN.

ASHLEY, Penn., Sept. 28, 1891.

Editor Railway Conductor:

After reading T. T. Slattery's article in the

September number, on consolidation, I cannot refrain from saying a word. I do not fear the result of such a meeting as he proposes, should it be called, yet it might be beneficial to exchange views on this subject. I think the trainmen are justly too independent to accept our aid in paying their assessments, their prestige shows them fully able to take care of themselves. Then why should we pay for a risk we are not running, simply for their assistance in making agreements with companies to hire one conductor where four are needed. Now I believe in the near future the trainmen will see their error in making an agreement with any company not to hire conductors. They are looking for promotion, and I claim it is better to wait a little longer for that promotion with the assurance that if perchance after a few months service they are dismissed, they are not debarred from looking for a like position elsewhere.

I know it is hard lines when one has served a company for years and stands next in line for promotion to be kept back by a hired conductor, very likely that same hired has served some company until he has become too old to do braking, then must be set aside, is there nothing left for him, I say yes, let this be our motto, once a conductor always a conductor.

Yours in P. F.,

H. E. WELLS.

A New Idea.

FT. WAYNE, Sept. 25, 1891.

Editor Railway Conductor:

So much has already been written and said in regard to Federation and the strikes that too frequently occur on our different roads, that it seems to me that the subject has been thoroughly discussed, but as it seems to be the proper thing to talk and none are considered in it unless they express themselves, I hasten to square myself and herein pen you my humble effort. I will not vouch for the brilliancy or ableness of the production, but will in my own feeble way make myself plainly understood, and if I should happen to appear the least bit offensive or personal I beg you to be forbearing and deal leniently with me, for I pledge you my word that I would not intentionally hurt the feelings of any of my brother railroad men. I feel in this particular like I thought those felt whom I have seen experience good old Methodist religion, and that is this, a heart filled to overflowing with love for all and hatred for none, and while I do not expect to make a brilliant essay, I am not uneasy in regard to making an inglorious failure. And now for my new idea.

So many ill advised and unsuccessful strikes on our different roads throughout the east and west have caused much uneasiness among all railroad men, especially so is this the case with the men employed on roads running into Chicago, Illinois. The writer having had an experience of between twenty and twenty-five years on the road has been studying for some time past to see if there was not a remedy or method by which the community at large would be less frequently bothered by the trials and vexations that usually attend the strikes of large bodies of men, and he like many men who have given the subject thought and consideration thinks he has at last hit upon a plan whereby the trouble of striking and having it result disastrously to the men is a thing of the past. While I do not approve of strikes myself, I am convinced that it is at times the only way to obtain redress; strikes in almost all cases have resulted disastrously to the employes, while at the same time the different companies have been compelled to quit losers in a financial way, they have been winners in the sense of having retained the right to dictate to their employes who they will employ, who they will discharge and who they will retain in their service, irrespective of the rights, feelings and qualifications of any of their employes. Such has not been the case in all instances, however, in a majority of the conflicts I contend we have been beaten, and why? For the plain and simple reason that we have never been united. In many past years during the existence of the different organizations I do not note a single instance (except the C. & E., glory to those men) where the men have been united. Always when there was trouble on hand it seemed as though the men could not be made to understand that it was for their best interests to be united and all pull together with a determination to win.

There always seemed to be a little dissension just at the time when it was of the utmost importance that the kindest feeling ought to exist; now why is it always thus, can any Brother answer me? Now then let us look down into the uttermost recesses of our own hearts and see if we cannot discover the cause of this dissension. Now then my Brother, what do you discover? A little jealous feeling that is all, and jealous of what? God only knows, I cannot answer the question myself. I cannot see the reason for the existence of this miserable and unmanly feeling. I tell you my Brother, that if your person has become inoculated with this poison, treacherous and despicable feeling the sooner you go down into that naturally good heart of yours and root it out, the better it will be for all railroad men and yourself in particular. *Tear it out, cast it aside*, thereby

making room for a more noble and manly feeling, do this I say, and then, and not until then can you hope for a betterment of your condition; do this I say, and then you will be in a proper condition to make and receive overtures from your brother railroad man. Do not be selfish remember that there are others in this world besides yourself, others who are just as worthy of consideration as you are yourself. Get yourself in this shape and then I am ready, yea, anxious to Federate with you, and until you do this you are not fit to Federate with anybody or anything. I believe that Federation, in what the word implies, is the fittest and best method by which we can reasonably hope to obtain prompt recognition for ourselves and our fellow men. But it must be a Federation in the fullest sense of the word. I earnestly hope, and am anxious to see the day come when all conductors, engineers, and fireman, also the switchman, are all under a Federated head. Some say take in the telegraphers, I am with you there, but I say when you have gone that far stop. Do not load the car of Federation beyond its capacity, we have all seen the folly of loading our common box or flat cars beyond their capacity; if a car is estimated to carry a certain number of pounds, don't you think it would be rather risky to try and make it carry double its load. It certainly appears so to me, therefore, I say when you have taken in the operators stop. Let us make a trip with what we have aboard, then if we have a pleasant and successful voyage and meet with no mishaps then on our next trip we will be better able to care for more. In other words let us make haste slowly, be sure you're right and then go ahead. The interests of the different organizations named are so closely allied that they seem identical. You have undoubtedly noticed, in speaking of the conductors, I did not name any particular conductors' organization, the reason for this is, I am a firm believer in class organizations, or to be more plain, I contend that every conductor should be compelled to belong to a strictly conductors' Order and let one Order do for all, the same rule to apply to other organizations.

Speaking of conductors, calls to my mind thoughts to which I have given considerable consideration. I have often wondered to what class his calling might be assigned, to a tradesman or to that of a profession? It is certainly one or the other, it is a calling that cannot be mastered in a day, week or month; most men are required to serve from two to five years before they are considered competent to undertake the control and management of a train, such being the case it must certainly be admitted that it is either a trade or a profession, and if such is a fact, how great is the

injustice we are having heaped upon us every day by railroad companies, in having been discharged from one road, we are compelled to take service as a brakeman. We cannot go to them and state that we are conductors and expect to receive any consideration at all. No sir, nothing of the kind all your experience goes for naught, no matter how thoroughly practicable you may be, that cuts no figure, you must take all your ten and twenty years experience and having taken employment a day after a man who has never had one day's experience, in railroad business you are compelled to await a time until the company has had an opportunity to promote this man before you can look for promotion yourself, and all the excuse they will give you for doing so is this, it is our system of doing business, we make it a rule to give those oldest in the service of the company the preference, and the man who has just been benefited by this *accured system* smiles and thinks what a nice system this good company has got, just see, it has taken me, comparatively an inexperienced man, and has made a conductor out of me ahead of that man who claims to have papers to prove that he has had fifteen years experience as a conductor, and for what reason? only because I was employed one day previous to his employment, and he goes on thinking it a nice system until such a time that the company comes to find out that he does not fill the position of a conductor properly and they discharge him, then it is his turn to seek employment elsewhere. He does so, he goes to a trainmaster or superintendent, asks for a position and is asked in return what his experience had been? He says I am a conductor, naming the length of time employed as such and is completely dumbfounded when told by the official that if given employment it will be only in the capacity of a brakeman. He cannot see the justice of such a proceeding, but come old fellow, I will jog your memory; you remember the system you thought such a nice one when you were receiving your promotion, what do you think of it now, not so nice, is it, and why? Simply because you are the one who is having the injustice thrust upon you, it was me several years ago. You do not like it, neither did I then nor do I now like it, it is entirely wrong. Having had experience, I knew at the time of your promotion who was to be benefited, you temporarily, the company permanently, and who is to blame for this state of affairs? You are yourself, for while braving you contended for the establishment of this same system which you are so bitterly condemning. You did not know that, at the time you were so vigorously advocating this system that you were placing in the company's hands the means to defeat you at some future time. You did not know

that you were affording them the means to flood this country with conductors and thereby secure to themselves the advantage of having these experienced men laying around idle. Just think how handy they come in when the company and its employes have a little misunderstanding and the men strike. The country being filled with idle experienced conductors and engineers have the effect of giving railroad corporations very little uneasiness. They know by past experience that with experienced men handy and plenty of money at their command it will not take them long to again put their trains in motion.

Now to obviate this trouble and to wrest from these companies this sweet assurance and to endeavor to better the condition of the conductor and engineer is what we want, and while we are doing this we are helping every brakeman and fireman the world over.

And now for the plan by which I propose to make the position of the conductor or engineer a permanent one. What I mean by that is this: Should a conductor or engineer incur the displeasure of a superior officer and was dismissed from the service of the company, he would be permitted to go to any other company and make application for a position of a conductor or an engineer and expect to get it without being compelled to commence at the bottom again. Well! well! well! what a rumpus I have kicked up among the firemen and brakemen by proposing such scheme, well, it is no more than I expected.

I will diverge from my subject right here to take it up farther on. Now, to make a success of anything, interest must be shown in the undertaking; the greater the interest taken the greater are the results to be obtained. Now to stir up this interest to make it make itself manifest is what we want; let us put aside all the ill feeling that has existed in past years between our different Orders and cast our lots together, work hand in hand for the advancement of each others interest irrespective, of the different organizations to which we may belong, in other words let us Federate, and the next question that naturally arises is, who shall Federate? In answer I would say the O. R. C., the B. of L. E., the B. of R. T., the B. of L. F. and the S. M. A. A., taking in all those actively engaged in railway train service, classing train baggage men as brakemen. The reason I say take and combine the five different Orders in a Federated body is this, all of these organizations are in good shape, all are officered with good intelligent reasonable reasoning men; then again our interests all lay in precisely the same direction, that of raising and maintaining the standing and pay of railway trainmen to a

higher standard. For this very reason, I say, let us Federate, each Order remaining a distinct Order as it is at present, governed by its present staff of officers, but all combined under a Federated head, governed by members chosen from each of the different organizations, and to be known as the "Federated Order of Trainmen of America". Some of my fellow trainmen are desirous of knowing by what means I propose to raise the standing of trainmen. I propose to do so by protection, protect every conductor, engineer, fireman, brakeman and switchman in their individual rights. To do this, we must be united, there must be no division, for if there is, that is just what all railroad corporations are seeking for, that has been their main hold in years gone by; wherever they could find the least bit of dissension existing, there is just where they would begin to make their efforts to defeat us, no matter how just our cause might be, thinking that if they acceded to our demands once they might have to do so again. They set about to hunt up this dissatisfied organization, then by flattery, honeyed words and glowing promises win you over to them, knowing only too well by past experience that with the help of only one organization they would be able to defeat the combined efforts of several other organizations.

We all know that the greater number of conductors, engineers, brakemen, firemen and switchmen there are scattered around over the country, the less are our chances to obtain employment, the kind to which we have been accustomed to doing. There is no man who is a member of the B. of R. T. who after being promoted to the position of a conductor and having met with a little bad luck and is discharged relishes the idea of going back to do service as a brakeman, neither is it right to expect him to do so. He has done his trick at the wheel and it is unreasonable and unjust to expect him to do over again that to which he has already given three or four or perhaps more years of the very best part of his life. Therefore, I say, when once you are promoted to a conductor and run a sufficient length of time to prove conclusively that you are a conductor and having no intemperate habits, such as drinking to excess, then you are to remain a conductor for all time to come. The same rule to apply to fireman who are promoted to engineers, that is, understand me, I mean that if you are a conductor or an engineer (and you certainly expect to be one or the other some time) and you should meet with misfortune on one road you would be allowed to go to any other road and take service as a conductor or an engineer, providing there was a vacancy, if no vacancy, put in your application, each

to be considered in its turn, but the fireman and brakeman say hold, that won't do, you are not treating us fairly, if such is to be the order of things when do you expect us to get to the front, and you kick, and rightfully too, you have a kick coming if such was to be the case, but happily I have a remedy at hand and it is this, let us Federate as I have before suggested, then let us agree upon a date at which time the proposition I propose to offer is to take effect. I propose to take the name of every brakeman or fireman whose name shall appear upon a division book on the day this agreement goes into effect, then if any conductor or engineer who has been dismissed from the service of any road for any cause (except for drunkenness) shall make application for a position running a train or an engine on another road, he shall make said application with the full understanding that if there was employed upon that road any brakeman or fireman who were members of their respective organizations the day this agreement went into effect, their right to be promoted to a conductor or an engineer shall have precedence. Then having been promoted and run a sufficient length of time to prove conclusively that you were fully competent to fill the position to which you had been assigned, you to be notified by the committee that you were eligible to membership in the older body. I care not by what names you designate them just so they are Orders composed entirely of conductors and engineers.

Some will say won't that prove rather hard on those who will have to come to braking or firing, having come the day after this agreement went into effect? It can be no worse for them than it has been for me and many others who have been compelled to submit to the indignity of being compelled to go back and do service as a brakeman while at the same time we were qualified to fill the position of a conductor.

We cannot enact laws to-day to govern us for all time to come, therefore, I say let us legislate to protect and benefit ourselves to-day, meeting and combating with the future as it comes, not seeking to go into the approaching days that are to come, God only knows that they will come to us only too rapidly, help ourselves thereby helping others.

If matters move on as they have in the past three or four years I contend we will have two or three men to every one position on a railroad. We must do something to discourage and retard this continual flow of labor to the train service of this country. I contend that at present we have enough experienced men to fill all the requirements that is likely to arise for the next several

years to come. Hence this system I am so vigorously advocating.

Now in support of the argument I have made I would respectfully submit the following figures gathered from the best resources at my command, to show to my readers the probable length of time it would take to put my plan into operation. I estimate that it takes about twenty-two hundred new conductors every year to fill the requirements of the train service of the United States and the Canadas necessitated by the construction of new roads fatalities, to conductors, and the retirement of conductors on account of old age, and others again who retire to engage in other pursuits of life, increase of business and etc.

I do not know the exact number of brakemen there are belonging to the B. of R. T. (now understand me I mean brakemen not conductors) but I have been informed, from what I think a reliable source, that there is about ten thousand brakemen belonging to the Brotherhood, now whether I have been correctly informed or not, I will take that figure as a basis to start on. Now out of these ten thousand brakemen whose names appear upon their division books the day this agreement goes into effect, there is a certain per cent that will drop out for one cause or another, viz: death, total disability, non-payment of dues, unbecoming conduct, to enter other pursuits of life, and etc. Figure on fifteen per cent, then at the end of the first year you will have remaining in your Order 8500 members, then subtract from that the 2200 that are required to fill the position of conductor before mentioned and you have but 6300 members left at the end of the first year. Then again, taking the same per cent and computing the same number of conductors needed for new mileage of roads, increase of business, etc. You will find at the end of the second year you will have remaining only 3195, and at the end of the third year I contend the whole number will have been consumed, and it is then I propose to put this new idea of mine into active operation.

I earnestly hope that I have not proven myself offensive to any of my Brothers, I have tried my very best to be plain, avoiding all personalities, and in conclusion I would ask that you give this subject your earnest thought, try and consider the matter from an unprejudiced point of view, look at it from the point where the conductor or engineer is seeking employment, the kind to which he has been accustomed to doing, you will get there yourself one of these days then I know you cannot help but endorse what I have written. With my very best wishes for all railroad men in general and my Brother conductors in particular, I am sirs,

Yours in P. F.,

WALT. C. S.

Wayne Div. No. 119.

ST. LOUIS, Oct. 2, 1891.

Editor Railway Conductor:

By consulting the "Directory Number" of the CONDUCTOR, which is issued at times, the members of the Order and others who read it will find there is a Division located in the city of St. Louis, State of Missouri, and that it is hailed and known as St. Louis Division No. 3, O. R. C. Never having examined the books, we are unable to say how many members there are, but we know there is a long list which is still growing longer with now and then an ex B. R. C. man who, having seen the error of his ways, falls into line to be renovated by the old reliable O. R. C. method. We are particularly glad to welcome all such worthy men as members. But No. 3 has some other things besides new members that are worthy of mention. Among these may be mentioned a "Board of Directors" whose duty it is to dictate to the officials of the different roads how said roads shall be managed. For these services each member of the "board" receives the modest sum of six dollars per diem while "on duty," which is just as often as the officials transgress any of the laws of the "board." Again we have some other members who ignore the Division when they have grievances to settle, but go ahead as individuals and adjust their grievances and then call on the Division to reimburse them for time lost and expenses. How about that three dollars, Bro. Frye? But what is most to be regretted is the fact that some of our members will not attend meetings when they have every opportunity and inducement to do so. For instance, at our last meeting, one of the Brothers having a grievance wrote the Division a long letter stating his case and requesting an investigation and staid at home serenely awaiting the action of the Division. Such implicit confidence in the Order is an admirable quality but we are of the opinion that the committee would have preferred him to come to the meeting and state his case verbally, or at least encourage them by his presence. By the way, we heard that there was to be a B. R. C. convention at Louisville, Ky., but have been unable to find anything about it in the papers. We had the pleasure of meeting one of the delegates while enroute to the convention, and had quite a chat with him. He said he had come all the way from California and had seen but one B. R. C. man, and he was standing on a platform in Colorado waiting to get out of town. He also signified his intention of withdrawing from the B. R. C. as soon as he got home—and applying for admission to the Order. I am not sure whether No. 3 has a Division Correspondent or not, but if there is such an officer

I hope he will not consider this as an encroachment on his domain, as it is not so intended. We hear there is to be a Union Meeting held in Sedalia next Sunday, to discuss a system Federation on the Mo. P. and M. & K. T. We wish them success as the "grievance committee" business is getting to be a chestnut. Taking the Mo. P. for instance. The engineers and firemen have been before the officials for the past week while the conductors have applied for an audience which will probably be granted as soon as the engineers and firemen get their business finished. Then, following close in the wake of the conductors, comes a committee of the trainmen who have been waiting for a hearing for more than a week. And so it goes from one year's end to the other. This is a state of affairs that cannot last always, and the sooner the different organizations realize that the line must be drawn somewhere, the better it will be for all concerned. But, perhaps, I have already trespassed too far on your good nature, so I will call a halt. I don't expect this to be appreciated by all members of No. 3, as the truth is not always pleasant, but I don't think any body will gainsay the truth of any of the statements made.

Yours truly,

"OBSERVER."

Oct. 3, 1891.

Editor Railway Conductor:

As we have heard nothing from Division 205, through our correspondent since his election to that place, I thought I would write and ask you to insert a lost, strayed or stolen advertisement in THE CONDUCTOR, thinking that he had been stolen at St. Louis or had gotten lost on his way home; but I hope he will see this in THE CONDUCTOR and resolve to do better in the future. We are heard from so seldom in THE CONDUCTOR that if I did not attend the meetings regularly, I would forget there was a Division 205, but just here I will say, because we are not heard from often the Order at large may think, we are "not in it," but I will dispel that thought by telling you that we have taken about thirty-five new members and some three or four petitions to act on; how is that for a six months' growth? All good men and "hustlers;" I mean by this, they are "hustlers" on the rail but they don't hustle to the Division room to suit me; I hope this will cause them to attend regularly in the future as we have plenty of work to do and only a few old standbys to do it, and I think it would be more pleasing to have all present to take part and exchange greetings. I will close as it is twenty-five minutes to my leaving time.

Yours in P. F.,

205.

RICHMOND, IND., Oct. 20, 1891.

Editor Railway Conductor:

I am, as usual, a little late with this communication for the reason that I did not intend to enter the controversy concerning train rights when moved by telegraph. The attention of the readers of our journal is respectfully called to the July issue, page 410, communication from Bro. Swipes and the notation of our respected editor. Also the letters that followed in the several issues dealing upon the same subject.

There seems to be a great diversity of opinion as to the proper rights of trains moving under train orders referred to in the articles.

With due respect to our editor, Bro. Swipes, D. M. D. of Macon, O. T. Dewey, of Chillicothe, I. O. Wilkinson, Division 283 and A. H. Cutter, I believe they are all, in a measure, a little off in their understanding. (This reminds me of the one jurymen who claimed the eleven were wrong in their decision).

Place yourself, if you please, on train No. 24. Upon receiving order No. 1, at A—, would you not proceed to D— regardless of train No. 23, and at D— head in on the side track?

Now upon arriving at station B—, you receive orders to meet No. 23 at C—, would you not proceed to station C— and there head in on the siding? In the absence of any order, A—being the scheduled meeting point, you would certainly head in on the side track there. The order given you by the dispatcher does not give you more rights than is given you by the time card, except to proceed to one or more stations to meet No. 23, unless the order would plainly read, "No. 23 take siding."

Now place yourself on No. 23. Upon arriving at D— you, having the right to the road, would certainly not be expected to take the siding there for No. 24. Upon receiving order No. 1, you could only proceed from that station keeping entirely off the time of No. 24.

Train No. 23 on arriving at D— would, in all probability, receive orders Nos. 1 and 2 at the same time, correct, etc., being the same. The only difference being in the numbers of the orders.

Would it not leave a doubt in your mind as to what order you should be governed by from D—? This, I imagine, is the very object of having the printed instructions stating that an order once in effect continues so until fulfilled, suspended or annulled. Do you not see at once that orders 1 and 2 received at D—, by No. 23, conflict? Train No. 23 could not, therefore, proceed from D— on order No. 2 until order No. 1 was recalled, and upon the receipt of an order, annulling

order No. 1, what is to prevent No. 23 from proceeding on order No. 2 and hold the main track at B—, as there is nothing in the order showing that No. 24 has any further right against No. 23 other than to run from A— to B—.

I have had fifteen years experience in the handling of trains by telegraph without an accident that could be attributed to a misunderstanding of orders, and I believe, this success is largely due to my having great respect for the opinions of the conductors and engineers. Whenever I issued an order that a conductor or engineer "of any experience" failed to fully comprehend, I at once concluded that the order had a weak point and made every effort to correct and to issue only such orders as could not be misunderstood. One of the most dangerous things to do, is to give trains rights and then take them from them. In no case do I think this should be done, except by a positive meeting point and the recalling of all instructions that would conflict.

Please do not misunderstand me. I do not mean to say that those writing upon this subject are all wrong, and I alone am right. I intend only to give my opinion and that opinion based on experience as above stated.

Everything O. K. in Division 110. We are not making much fuss for the reason all things are working so pleasantly that there is no necessity for a commotion. So far as I know all perfectly contented, keeping well, well treated by our officers and making good time.

Yours in P. F.,

FIN.

MARQUETTE, MICH., Oct. 13, 1891.

Editor Railway Conductor:

DEAR SIR:—I received bank draft for two thousand five hundred dollars in full for claim held by my late husband, for which accept my heartfelt thanks. I wish to extend my undying thanks to Helena Division 243, for their many kindnesses shown to my dear husband and myself during his sickness and death.

Particularly do I wish to thank Brother Hall who was untiring in his sympathy and help to me in my terrible trouble. May God's richest blessings attend him, and this is my earnest prayer: May God ever prosper the O. R. C.

MRS. J. B. ROBINSON.

PORTLAND, Oregon. October 21, 1891.

Editor Railway Conductor:

After reading the columns of THE CONDUCTOR I have made up my mind to "kick," not because we have consolidated with the B. R. C., but because we have a poet in our ranks. Now, we can

put up with anything but that; we can even hold our breath while Brother Bob Hedrick pulls the Chief Conductor over the ties for giving the sign of recognition wrong, or we can let Brother Kemble off when he wants to let butchers set with us in lodge because they used to furnish him beef for less than cost, etc, but when it comes to poets then I "kick," especially one who runs on a narrow guage railroad. I have only met Brother Canady once and then took him for a gentleman, this is the last straw, but I will let go and try something else.

[Division 91 is in a flourishing condition. We have a new member almost every meeting and still more coming. I am glad to note the combining of the two Orders and think it is the proper thing to do. We only want the one Order for conductors; conductors have enough to fight without fighting among themselves. By uniting we can all be Brothers, and do away with the hard feeling that is found to exist between two orders of the same class. I think every member of Division 91 will join me in saying the grand officers have done just right.

Now, Mr. Editor, I am not much used to writing for papers, but if this finds a place in your columns I will try and not come again if Canady will not write any more poetry, for nothing under the sun would have possessed me to write if it had not been for that.

Yours truly in P. F.,

JOHN J. BLEW.

OCT. 27, 1891.

Editor Railway Conductor:

In the past, numerous comments have been made, both in the columns of THE CONDUCTOR and other publications on the custom of permitting the "airing of personal matters" in our monthly journal. The writer of this article is one who believes that the "personal grievances or preferences," of any of the members of the Order should not be published in THE CONDUCTOR. As a rule, they are not only misleading, but I consider them very harmful to the Order at large. What the members of any labor organization want in the columns of a journal, supposed to be published in their interests is, "discussion of the questions which vitally effect them." The editor of this class of journalism must put only such matter in his paper as will interest those whom he expects to be his patrons. The airing of personal grievances and publication of cards eulogizing or condemning R. R. officials is not only not pleasant reading for the majority of the readers of THE CONDUCTOR, but it is nauseating to the habitual reader and doubly so to the casual

one. For instance, does any one suppose that the articles in the August and October numbers of THE CONDUCTOR will aid in swelling the subscription list outside of the members of the Order? will not such articles serve rather than to disgust such and cause them to hesitate and finally abandon the idea (if they thought of doing so before reading the articles mentioned and many others of like report) of subscribing? I am of the opinion that such articles have more influence in keeping down the subscription list of THE CONDUCTOR than is generally supposed. The articles named especially refering to R. B. Campbell, formerly superintendent of C. & C. B. division of the C. M. & St. P. R'y, is taken as a basis for this article for the reason that the writer is well acquainted with all the parties and believes that the first article was written in a spirit of revenge, for some real or fancied injury, and the second, more contemptible than the first in a spirit of "favoring sycophancy and hypocrisy, or, as they would no doubt term it, policy. I do not believe that one man in a thousand, who read those articles, looked at them in any other light not even excepting the object of them himself. While there may be, and no doubt is, exceptions to the rule, I believe it to be true that R. R. officials are not susceptible to flattery from their subordinates, therefore such articles as the one in the October CONDUCTOR operates on R. B. C. just as it would on any other man in his place, "makes him laugh" in the parlance of railroad men. Then why, I ask, should our journal which we support for the purpose of education in matters pertaining to our welfare as conductors, be filled up with such meaningless twaddle, (for by no other name do I consider it can be called) as the above mentioned articles. What we want in a journal, is a fair and free discussion of the labor problems of the day. We have a right to expect good clean reading that will serve to elevate and educate us. Many of us have not the means to subscribe for the leading labor journals of the day, and not the time to read them now if we had them. How else can we keep posted on current events unless we have some one to devote his or their time to searching out of the numerous publications matters that will be of interest to us and "boiling them down" give it to us in a condensed form in the columns of our journal. Then we could go forth with confidence and solicit subscriptions feeling that while the views promulgated therein might not be altogether in harmony with the party solicited there would be nothing objectionable. Now Brothers, air your grievances and make your bids for favors from officials in some other manner than filling up the columns of THE CONDUCTOR with such stuff, it is

neither instructive nor interesting to the general reader, and Brother editor take a little of this to yourself. If you are attacked through the columns of THE CONDUCTOR, or any other journal devoted (or supposed to be) to the welfare of the railroad men of this country, you will only make matters worse by trying to explain or defend yourself in our journal. Were you not elected to your present position by the members of the Order? Do you consider that they have less confidence in you now than when they did so? Believe me when I say that the Order has all confidence in you and it is not necessary for you to defend yourself against any ordinary attacks. Devote your energies to giving us a good, clean, instructive, newsy journal, and when the time comes we will put you through again with an increased majority.

Yours in P. F.,

K. N.

[The writer of this communication certainly does not intend to say that the editor of THE CONDUCTOR wrote anything "in a spirit of revenge" for any "real or fancied injury" for he knows that the editor has never been injured by Mr. Campbell and that he has no such fancy. We believe he refers to the gentleman whose language was quoted by us and who was a former employé under Mr. Campbell.]

NEWTON, KAN., Oct. 4, 1891.

Editor Railway Conductor:

At a recess at Newton Division No. 11, Order of Railway Conductors, the following resolutions were passed:

Believing that it is time for all railway men to take some political action to protect their interests, we submit the following resolutions:

WHEREAS, There are now, in this state, three distinct and separate political organizations, which have for their respective platforms or declarations to party, declared themselves in favor of certain economic principles, clearly outlined therein, and

WHEREAS, Said organizations are each assiduously laboring through the party presses, mass meetings and conventions to promulgate their party, and to establish themselves in favor with the factors of this commonwealth. And

WHEREAS, We view with alarm some of the declarations as being derogatory to our interests, and detrimental to the welfare of every laboring man and woman in this state and nation. Therefore, be it

Resolved, 1st, We demand that all railroad legislation shall be mutually in the interest of the

corporations and employes thereof, believing that the ill effects of all unjust legislation are borne by the employes sooner or later.

2nd. That capital and labor are inseparable, and, therefore, law enacted prudentially to either, must necessarily be destructive to both, and hence we favor such legislation as will maintain the equality of all men without regard to employer or employé.

3rd. We are opposed to the Sub-Treasury scheme, the effects of which would be to increase the cost of living to the consumer, a larger porportion of whom are wage-earners; and to the government loaning money on real estate securities.

4th. That self preservation is dearer and more sacred to us and those dependent upon us, than party evolution, and we do hereby pledge that we will support any political party whose platform has incorporated therein the declarations herein before set forth, believing this to be the most wise and expedient means of protecting and promoting the best interests of all railroad employes, as well as railway corporations.

5th. That a copy of this be forwarded to THE RAILWAY CONDUCTOR for publication, also to our city papers, *Wichita Eagle* and *State Democrat*.

Yours in P. F.,

R. J. PARKER,

A. R. GLAZIER,

L. L. BIGLER,

Committee.

Resolution of Thanks.

At a regular meeting of Nicol Division 229, O. R. C., held on October 18, 1891, the following resolutions were offered and unanimously adopted:

WHEREAS, During the recent visit of Division 229 from Reading as guests of Division 224 down the Delaware Bay, the Wilmington & Northern R. R. Co., through their officials, in furnishing Division 229 and their friends with a special train, thereby facilitating and enhancing the pleasure of the trip, and

WHEREAS, The Brothers of Division 224 vied with each other in making this trip an interesting as well as a memorable one, and

WHEREAS, The hospitality shown by Division 224 was one never to be forgotten by those who had the pleasure in participating, in that it exceeded anything ever given by one division to another east of the Allegheny mountains, and

WHEREAS, The committee of arrangements having so successfully carried out the program previously arranged; therefore, be it

Resolved, That we hereby express our sincere thanks and gratification to Wilmington Division 224 for the kind and hospitable treatment received on that occasion.

Resolved, That we also extend thanks to Mr. McCausland the kindhearted superintendent of the Wilmington & Northern R. R., as well as to his able train master, Mr. J. Scott Wells, for providing special train service.

DIVISION 229,
Order of Railway Conductors.



M. K. & T. Schedule.

We have obtained copies of the amicable agreements recently made between the management of the Missouri Kansas & Texas railway and its engineers and trainmen after extended conference, and publish them herewith as a matter of interest and a means of comparison:

LOCOMOTIVE ENGINEERS.

The following schedule of rates and regulations for employment of engineers with the Missouri Kansas & Texas railway company is hereby announced to be effective Aug. 1, 1891.

Article 1. Section 1. The compensation of engineers in passenger service shall be $3\frac{1}{2}$ cents per mile (100 miles or less to constitute a day's work, at \$3.50 per day). All over 100 miles to be paid at $3\frac{1}{2}$ cents per mile. When delayed more than two hours over schedule time shall be allowed at 35 cents per hour, including the first two hours; no fraction of an hour to be considered.

Sec. 2. All engineers on freight engines hauling other than local freight trains shall be paid 4 cents per mile (100 miles or less to constitute a day's work at \$4 per day). All over 100 miles, 4 cents per mile.

Sec. 3. All engineers on local freight trains shall be paid $4\frac{1}{2}$ cents per mile (100 miles or less to constitute a day's work at \$4.50 per day). All over 100 miles $4\frac{1}{2}$ cents per mile.

Sec. 4. All engineers on construction or work trains shall be paid \$4 per day (12 hours or less to constitute a day's work). All over 12 hours to be paid at 35 cents per hour. When more than 100 miles are run by construction or work train engineers mileage shall be paid at the rate of 4 cents per mile for excess mileage.

Sec. 5. All engineers running light engines shall be paid according to the class of train they run.

Sec. 6. All engineers shall be paid \$3.50 per day for each day required in getting an engine ready for service.

Sec. 7. All engineers shall be paid for dead-heading on company's business at the rate of \$4 (or 100 miles) for every 24 hours or less when under orders. But should the distance be 50 miles or less only one half the above amount shall be paid. In case an engineer takes his own engine to the shops, or goes to the shops after his engine, no time will be paid for deadheading.

Sec. 8. Engineer, when ordered to attend court on business of this company, shall be paid \$4 per day for time lost and, if away from their home station, their necessary expenses; expense account to be in an itemized form; this company being entitled to their witness fees.

Article 2. No engineer shall be called more than one hour before leaving time of train. There shall be a caller at all terminal stations who shall be furnished with a book in which engineers shall register their names and the time called. If a train is held back he shall receive 40 cents per hour for all hours delayed until the train leaves. Fractions of an hour shall not be counted.

Article 3. Engineers on all freight trains shall be paid at the rate of 40 cents per hour for all time delayed on road in excess of a rate of speed of 10 miles per hour, less one hour, and when delay amounts to more than one hour overtime shall include the first hour.

Article 4. Sec. 1. The right to regular engines, also right and preference to regular runs, shall be governed by seniority and capacity in regular road service on their respective divisions or districts to which they may be assigned, but all engineers holding regular engines or runs prior to the date of this schedule shall not be affected by this article.

Sec. 2. Engineers shall be assigned to separate divisions or districts as follows: (Here follows description of eight districts).

Article 5. Engineers transferred by the company from the division or district where they are employed shall have the privilege of returning to their respective division or district before any

engineer is hired or fireman promoted on division or district from which they were transferred; but in case they shall remain permanently they shall rank as new men. Engineers so transferred shall decide within 60 days whether they desire to remain permanently transferred or not.

Article 6. No more engineers shall be assigned than is necessary to move traffic with promptness and dispatch, the number constituting a surplus shall be determined by the master mechanic and committees of engineers. Business shall not be delayed to get the conference referred to; but prompt action taken and adjustment made afterwards, if it shall be decided that adjustment or change is required under this rule.

Article 7. No fines shall be imposed upon engineers for loss or breakage of tools, for damage incurred by accidents to rolling stock on road, or for stock killed or injured. Engineers agree to use their best efforts to avoid accidents and damages as far as possible.

Article 8. All engines shall be handled at terminal points by hostlers, and engineers shall not be expected to take engines to and from trains except at such points as may be decided upon by the general superintendent, master mechanic, or their representatives and engineers affected at that point.

Article 9. Any engineer accepting a position with the company, from road service, shall lose all rights unless he shall have a joint understanding with the master mechanic and engineers affected.

Article 10. Engineers shall not be required to go out when they claim to need rest, nor shall they be permitted to go out when it is the judgment of division superintendent or master mechanic or their representatives that they require rest.

Article 11. Freight engines shall be run first in first out when practicable.

Article 12. No engineer shall be suspended or discharged without a just and sufficient cause. If it is decided by the engineers of the division that any engineer has been suspended or discharged unjustly they will, through a committee, meet with the master mechanic and they, in conjunction with the division superintendent, will investigate the case in question within a period of five days, or as soon thereafter as may be practicable, and give a prompt decision. In case the aforesaid suspension or discharge is decided to have been unjust by all of said persons named he shall be reinstated and paid full time for time lost on such account. In case such grievance cannot be amicably adjusted the committee may appeal to the general officers, who will give them a speedy hearing.

Article 13. All subordinate officers shall be provided with copies of the foregoing and it shall be their duty to have the provisions thereof carried out on the part of the railway company as well as on the part of its employés.

TRAINMEN AND YARDMEN.

The following rates of wages and regulations for the employment of trainmen and yardmen by

the Missouri Kansas & Texas railway company are hereby announced, effective Sept. 1, 1891.

PASSENGER SERVICE.

Article 1. Conductors will be paid \$125 per month; baggagemen, \$65 per month; brakemen, \$65 per month, and porters, \$40. The wages of baggagemen who act as express messengers will be fixed by the express company.

Article 2. Passenger crews making extra trips in addition to their regular assigned runs will be allowed extra time upon the basis of pay allowed other crews in similar service.

Article 3. Conductors will be paid 2½ cents, brakemen 1 and 1-10 cents and porters ¾ cents per mile for running special passenger trains, pay trains and excursion trains. One hundred and seventy-five miles or less to constitute a day.

Article 4. The senior extra passenger conductor at Sedalia and Parsons and first and second extra passenger conductors at Denison will be allowed \$90 per month when they fail to earn the above amount, except when off duty at their own request, when time lost will be deducted.

THROUGH FREIGHT SERVICE.

(Except Trinity & Sabine Section.)

Article 5. Conductors and brakemen will be paid 3 and 2 cents per mile, respectively. On all runs of less than 100 miles requiring more than 10 hours, overtime will be paid if the hours used on a trip exceed 11 hours, in which case all overtime exceeding 10 hours will be paid. On all runs exceeding 100 miles trainmen will be paid overtime for all time used to complete the trip in excess of a rate of speed of 10 miles per hour when over one hour late.

Art. 6. Overtime to be allowed at rate of 30 cents per hour for conductors and 20 cents per hour for brakemen for all time used on a trip in excess of a rate of speed of 10 miles per hour when more than one hour late. Crews on all these runs will be paid extra for trips run on Sundays and for other extra trips in addition to their regular assigned runs on mileage basis of through freight runs.

Art. 7. Twelve hours to constitute a day. Overtime will be paid at the rate of 30 cents per hour for conductors and 20 cents per hour for brakemen.

Articles 8, 9 and 10 fix the pay for certain branch runs.

WORK TRAIN SERVICE.

Art. 11. Conductors and brakemen will be paid \$90 and \$60 per month, respectively; 12 hours to constitute a day. Overtime will be paid for at the rate of 30 cents per hour for conductors and 20 cents for brakemen. Extra time will be allowed for Sunday work at above rates.

YARDMEN.

Yards.	YARDMASTERS.	
	Day.	Night.
Hannibal.....	\$115.00 per month	\$100.00 per month
Clinton.....	75.00 per month	.....
Nevada.....	100.00 per month	90.00 per month
Parsons.....	110.00 per month	100.00 per month
Junction City.....	60.00 per month	.....
Muskogee.....	90.00 per month	85.00 per month
McAlester.....	90.00 per month	.....
Denison.....	150.00 per month	125.00 per month
Alvarado.....	95.00 per month	85.00 per month
Hillsboro.....	85.00 per month	80.00 per month
Waco.....	90.00 per month	.....
Dallas.....	115.00 per month	95.00 per month
Greenville.....	110.00 per month	95.00 per month
Henrietta.....	85.00 per month	.....

Yards.	FOREMEN.	
	Day.	Night.
Hannibal.....	\$2.70 per day	\$2.75 per day
Nevada.....	80.00 per month	85.00 per month
Parsons.....	80.00 per month	85.00 per month
Denison.....	2.93 per day	3.12½ per day
Dallas.....	2.93 per day	3.12½ per day
Greenville.....	2.93 per day	3.12½ per day
Henrietta.....		70.00 per month

Yards.	SWITCHMEN.	
	Day.	Night.
Hannibal.....	\$70.00 per month	\$75.00 per month
Clinton.....	60.00 per month	
Nevada.....	70.00 per month	75.00 per month
Parsons.....	70.00 per month	75.00 per month
Muskogee.....	70.00 per month	75.00 per month
McAlester.....	65.00 per month	
Denison.....	2.74 per day	2.93 per day
Alvarado.....	70.00 per month	75.00 per month
Hillsboro.....	70.00 per month	75.00 per month
Waco.....	70.00 per month	75.00 per month
Dallas.....	2.74 per day	2.93 per day
Greenville.....	2.74 per day	2.93 per day
Henrietta.....	65.00 per month	65.00 per month

Art. 12. Twelve hours will constitute a day. Overtime will be allowed at above rates.

GENERAL REGULATIONS.

Art. 13. Trainmen required to remain on duty over 30 minutes with their trains after arriving at a terminal station will be paid at the rate of 10 miles per hour.

Art. 14. In computing overtime no fraction of an hour less than 30 minutes will be counted. Any fraction of an hour over 30 minutes will be counted an hour.

Art. 15. Trainmen ordered to deadhead on passenger trains will be allowed half pay; when deadheading on caboose will be allowed full pay. The first crew out will run deadhead and the second run the train; the deadheading crew will be first out of these two crews on reaching terminal of that run.

Art. 16. Crews not assigned to regular runs will be run first in first out. Nothing in this article shall be construed as preventing the company running crews out ahead of their turn for the purpose of getting them home that may from necessity be run off their regular section.

Art. 17. Trainmen will not be required to go out when they claim to need rest, nor shall they be permitted to go out when it is the judgment of division superintendent or trainmaster that they require rest.

Art. 18. Trainmen living within one mile of main line terminal stations shall be called as nearly as practicable one hour before leaving time by caller, who will be provided with a book in which the men called will register their names and the time called, and the time of trainmen will begin at the time set for the departure of trains.

Art. 19. Trainmen when called, if for any cause or reason other than their own acts, do not go out, if held on duty less than six hours shall be paid one-half day and stand first out. If held more than six hours they will be paid one day and go behind the other crews at that point.

Art. 20. Train and yardmen when ordered to attend court on business of this company will be paid for time lost, and if away from their home station their necessary expenses, this company being entitled to their witness fees.

Art. 21. Trainmen or yardmen will not be dismissed or suspended from the company's service without just cause.

In case of suspension or dismissal, if any employé thinks his sentence unjust he shall have the

right within ten days to refer his case by written statement to the division superintendent. Within five days (or as soon thereafter as practicable) of the receipt of this notice his case shall have a thorough investigation, at which he may be present if he so desires, and also be represented by any disinterested employé. In case he shall not be satisfied with the result of said investigation he shall have the right to appeal to the general superintendent and to the general manager. In case suspension or dismissal is found to be unjust he shall be reinstated and paid for all time lost.

Art. 22. The right to regular runs and to promotion will be governed by merit, ability and seniority. Everything being equal the trainmen or yardmen longest in the service will have preference, the division superintendent or trainmaster to be the judge as to qualifications. Nothing in this article shall be construed as preventing the company from employing experienced men from other roads when the good of the service requires it.

Art. 23. In filling vacancies in the ranks of freight conductors all men in train service will be considered in the line of promotion according to their age in the service and their ability to assume the duties, except that for every two brakemen promoted one experienced conductor may be appointed from the ranks or elsewhere at the option of the company. A conductor so appointed shall take his place at the foot of the list of extra conductors and may be temporarily used as extra brakeman when not employed as conductor.

Art. 24. When crews of through, local freight or mixed trains are required to do switching at terminal or division stations they will be paid extra for such service at the rate of thirty (30) cents per hour for conductors and twenty (20) cents per hour for brakemen, less than 30 minutes not to be counted. Thirty minutes and over and less than one hour will be computed as one hour, excepting that on runs which occupy less than ten hours no extra switching service will be allowed until the total time used in making the run exceeds 11 hours.

The above not to apply to McAlester, Lehigh, Sherman, Belton and Lockhart branches.

Art. 25. The proper officers of the company will listen to any reasonable complaints made by any individual, trainman or yardman, or by a committee of the same, provided that a proper notice is given in writing as to the subject of complaint and special appointment is made as to the time and place to consider same.

Art. 26. Crews will not be run off their respective divisions except in cases of necessity.

Art. 27. It is the rule and intention of the company to run through freight crews first in first out, but circumstances may arise where this should be changed, and the company reserves the right to do so. For instance, we may deem it advisable to run certain crews upon certain designated trains, and we must be at liberty to arrange such matters for the best interests of the company.

Art. 28. Any employé included under the provision of these rules who is dissatisfied with the decision of any official of the company shall have the right to appeal therefrom to the general manager, after having first submitted his case to the decision of the general superintendent.

Art. 29. When freight traffic is light so that the crews in service are not able to make reasonable time, crews will be taken off, beginning with the youngest, until the crews left in the service are enabled to make reasonable wages. Conductors temporarily suspended under this rule will be given preference as brakemen over younger men in the service and will retain their rights as conductors.

Art. 30. Train and yardmen leaving the service of the company of their own accord, or if discharged from the service, shall forfeit all rights previously held, unless reinstated within ninety days.

Art. 31. Any train or yardman leaving the employ of the company will, at his request, be given a letter by his division superintendent, stating his term of service and the capacities in which he was employed, and whether he has been discharged or has left the service of his own accord, and if discharged such letter shall state the reasons.

Art. 32. When necessary to send a pilot over the road he shall be paid on same basis as a through freight conductor.

Art. 33. Trainmen will be notified when time is not allowed as per trip report.

Shall the World's Fair Open Sundays.

At a recent meeting of the Commissioners, arguments in regard to Sunday closing were heard and among others, Hon. L. S. Coffin addressed the Board in behalf of the B. of R. T., as follows:

MR. PRESIDENT: All my life I have been a laboring man. I am now nearly 70 years old. My sympathies are with the laboring classes. We laboring men come to ask of those that have the power to say, that our exhibit, for all this exhibition is to be the product of labor, shall not be desecrated by Sabbath desecration. (Applause). The greatest boon from heaven to earth was this God-given one day of rest in seven from labor, and we want to preserve it. Intelligent labor from one end of this nation to the other is beginning to understand this more and more, as is shown by the innumerable petitions presented to legislatures and city governments for stronger laws compelling employers to close their places of business on Sunday. There is now a national and combined movement among all labor organizations that are worthy of the name, for the greater exemptions from demands upon their time in Sunday hours.

LABORERS WANT THE EXHIBITION CLOSED ON SUNDAY.

The only argument that we have heard in favor of opening this exposition on Sunday is that the poor in this vicinity can only have that day to visit that exposition. That argument is a cheat and fraud. (Applause). It comes not from the laboring men. It comes from those who are enriching themselves from their hard earned earnings. Admit for the moment that there is any force in this argument. What does it amount to?

The labor element in this city might pos-

sibly be benefitted by that doubtful gain, is but a drop in the bucket compared to the vast millions of labor and wage earners in this nation, who demand Sunday rest. (Applause). The true laboring man in this city will not go back on his record. He knows that his brothers and sisters by thousands will be employed in and on those grounds and he asks for their Sunday rest. If the exposition is open on Sunday, the booths and the stores in the grounds will be open. If the booths and stores inside are open the booths and stores outside of the grounds will be open, and woe to the wage earners employed therein. (Applause).

THE RAILROAD MEN WANT SUNDAY.

But I came here more especially to plead for the railroad men of this nation without whose help, Mr. President you would not have an exposition. (Applause). I stand here pleading for not less than 700,000 wage workers in the railroad work of this nation and of these about one-half are engaged in track, yard and train work. Of these about 250,000 have their time so employed that they have actually no Sabbath to themselves, and I came here to plead in their behalf. There is to-day in the organization of railroad men, in the brotherhoods, a move in this direction of Sunday rest. They are discussing this question in their different lodges, and the time it seems to me is opportune for this great nation which has been served so faithfully by these men—I say, it is opportune for this great nation through you its representatives that are here before me taking charge of this exposition, to acknowledge the work and service of these men by saying that you will take no part or parcel in robbing them of their Sunday rest. (Applause).

Do you realize that the most wonderful prosperity of this country has been achieved in the work of these railroad men? And do you realize at what an immense cost they have done their work? Mr. chairman, let it be sent out on the wings of the wind and on the wires to every part of this nation that 2,700 of these brave men are every year compelled to meet a tragic death, that you and I may have the facilities of railway transportation in this great nation. (Sensation). Add that 20,000 more are crippled every twelve months in their work of giving to you and to me these railroad facilities. That is what it is costing these men now, and they come to you and ask that you will give them whatever there may be of prestige in their great fight for Sunday rest, against the greed and rapacity of the public.

Let them have your sanction in their fight, by your not asking them to run their trains at this exposition on the Lord's day. (Applause).

THEY DESERVE IT.

Let me say that there is no more faithful class or better trusted class of men in the world than these railroad men. They will work for you six days and six nights to make your exposition a success and a grand one. But let me caution you to make not too large calculation on the success of your enterprise by trying to force these men to incriminate themselves before God in order to assure you this success. (Applause).

*All in the Same Boat.*FARMERS VS. WORKINGMEN, ESPECIALLY RAIL-
WAY EMPLOYEES.

Now comes the cry that farmers and laboring men can never unite in one political or industrial organization—for their own common interests, because, it is said, their interests are not the same, but are, on the other hand, opposite and antagonistic. As well say that a man's two hands cannot work together for common purposes, because their positions are opposite and labors different. Each has its own secret pocket, into which the other is not admitted. Each has special functions to perform, many of which the other cannot perform. Yet these same two hands find, in practice, that, though their interests and labors are not identical, yet they are mutual and co-operative. They meet together for common purposes, daily and hourly, and aid each other in the most intimate and necessary duties of life. They wash each other in the most confidential manner. They both seize the same handle of the sledge or ax for a common purpose; and when the right hand would handle a hatchet the left holds the pin to be sharpened or the nail to be driven. All day they co-operate and work together for common purposes but when work is done, each rests and recuperates in its own side pocket, sub Alliance or secret assembly, without the merest symptom of jealousy.

Yet it is upon this alleged jealousy and imaginary antagonism of interests that the enemies of labor found their hopes of dividing and beating the labor movement which is now everywhere showing its power at the ballot box. It is claimed that the farmers desire to hire labor as cheaply as possible, while laboring men desire to get as high wages as possible, and, that therein lies an antagonism of interests which can never be overcome. If this near-sighted view of the matter covered the whole case, or even any considerable portion of it, it would have weight. But it does not. It might with better reason be said that farmers cannot unite with each other in fraternal organization for common purposes because of their antagonism and rivalry in supplying the same markets with the same goods. Every farmer is the industrial competitor of every other farmer, and must, in the very nature of things, be the enemy of the man he is trying to crowd to the wall, and who is trying to crowd him to the wall. Yet, in spite of this narrow and short-sighted view of the case, farmers have no difficulty in uniting and working shoulder to shoulder with each other for their own common interests, and standing manfully together in a life and death struggle with the common enemy.

It might with much show of reason be said that two lawyers in the same village can never unite in fraternal organization for mutual benefits, because each takes from the other one-half the local business which the other might enjoy were his competitor out of the way. Yet lawyers find no difficulty in uniting for the benefit of their profession. The same statement will apply to each of the professions, to merchants, and to men of all business pursuits and industries where individuals and firms are rivals of each other. Yet, in every profession; in every business pursuit and in every industry, intelligent men find no difficulty in forming unions, guilds, Alliances, associations, assemblies, boards of trade and other fraternal organizations for general purposes and mutual benefits. Moreover, in the matter of politics, their co-operation is not prevented nor even retarded by the least shade of jealousy or antagonism.

In view of these facts, open to the observation of all thinking men, how foolish and absurd it is to say that men who are the consumers for each other, and in no true or general sense rivals or antagonists cannot co-operate for their mutual benefit. Farmers hire a few men on their farms. But for every man hired on the farms many thousands of men, women and children are hired in the mines, factories and shops, on the railroads, and in the great cities at divers occupations, all clamoring for better wages, that they may become greater consumers of farm products. A hundred thousand men, more or less, are employed on and about the railroads of the country. Every one of them and their families, of such as have families, are customers and consumers of farm products in proportion to the means they have to spend in that line. The official labor reports show that a million men, representing, perhaps, three million of people, are idle; unable to earn wages through want of employment, they pay for nothing, while they suffer and drift into crime on their way to the grave.

Now it is only expressing a well-known truism to state that it is to the interest of every farmer that his customers be multiplied and enriched so as to create a larger and better market for his commodities. Hence, the more men there are employed on the railroads, and in the mines, shops and factories, in all the professions, in every line of business, and in all the non-farming industries the larger market the farmer has for his product. The employment of more men means shorter hours for wage laborers in the non-agricultural industries. It is better for the farmers of America that wage workers have short time—that three men be employed ten hours per day instead of two men fifteen hours. It is better for the farm-

ers, that, in all industries where furnaces must be kept hot and wheels and machines in motion night and day, that three shifts of men be employed eight hours each, rather than two shifts twelve hours each. It is, also to the interest of farmers that the laboring men, agents and clerks in all the non-agricultural industries and employments receive good wages. All wages thus paid to the workers and operatives in mines, shops and factories, and on the railroads, enrich the farmer's customers and improve his markets for all the products of the farm. In order to show the unity of interests in every normal community, it may be added, that short hours and numerous, well paid employes, increase the business of merchants, and benefit every line of trade and every mechanical employment, because we are the consumers of each other's wares. No sensible business or professional man nor intelligent farmer can conceive himself benefited by the oppression of labor, through long hours and small pay. But, on the contrary, the more men there are employed (that means short hours), and the better the wages, the better it is for the farmers and for the professional and business men who have laboring men for customers.

This view of the case is plain and self-evident. But there is another phase of alleged antagonisms which must have further attention. It is claimed by the railroad corporations that farmers on the one side, and railroad employes on the other, have antagonisms toward each other which can never be reconciled. They justly state that the farmers desire lower freight and fares on the railroads, while the men operating the roads as employes are demanding higher wages and shorter hours. These demands, it is claimed by the corporations are, on each side, earnest and persistent, and, at the same time, are incompatible. There is enough of truth in this claim to give it a show of plausibility. Under normal circumstances, it would be serious, provided it did not entirely disappear. It is claimed that lower rates cannot be permitted on the railroads without lowering the wages of the employes on the road. On the other hand it is not possible to grant the employes shorter hours and better pay without raising the freights and fares which the farmers and public must pay. Thus, the corporations have drawn a picture of an irrepressible conflict, with the public, including the farmers on one side, and their employes on the other. They would have us believe that the farmers and all the public are engaged in a war of oppression on the men who operate the railroads, and that this war is merciless and endless. So earnest and persistent are the corporations in pushing this view of the case that they

have commenced organizing their men into "Clubs," with regular newspaper organs to resist the growing unity and power of the "farmers' and people's movement!" During the session of the Kansas legislature last winter, men calling themselves railroad engineers met several times with the legislative committee and used their influence to prevent any and all reform in railroad legislation. They boldly claimed that any lightening of the public burdens in the line of railroad charges, would be taken out of their wages, and cited cases in Iowa to prove their statements. It was replied to them that the corporations have abundant margins, under just management, to pay their men better wages for shorter hours, while at the same time granting all the easement that the farmers are asking.

This view seemed new to the alleged "engineers." They apparently had not thought of more than two parties in the case. The more important and dangerous party which has been pocketing its thousands, millions, and hundreds of millions of dollars, while the farmers and railroad workers have been grabbing and quarreling over pennies, were, by these "railroad club men," left entirely out of the account. No problem can be properly and truthfully solved unless all the factors in the case are duly considered. In this case we have the corporations who manage the roads, the workmen who operate them, and, the farmers and general public who patronize them. The corporations are the ruling power. They work with little noise or friction. They lay their plans carefully and secretly, and, they carry them out with certainty and conscienceless precision. Laws, constitutions, court decisions and public opinion are brushed aside as cobwebs by the hand of a giant. The men composing these corporations are usually millionaires and are spoken of as "Magnates." Beginning business sometimes, on the mouse trap plane, in a very few years their wealth is reckoned by hundreds of millions. The "Coming Billionaire," it is predicted, will soon arrive by railroad, floated in by the floods and forgeries of his own watered stocks. These millionaire corporations are one factor in our railroad problem. They cannot be left out of the calculation. Where did they get their wealth? They acquired it from the men with whom they have been dealing. They acquired it from the other two factors of the problem—from the laboring men who operate the railroads, and, from the farmers and the general public! These magnates crowd their employes down—down—down—into the most merciless slavery, utterly unknown in the annals of our once peculiar institution—chattel slavery. They work men, it is said, ten,

twenty, thirty, forty, or fifty hours at a stretch, as suits their own sweet will and pleasure; until in some cases, engineer and conductors are too much exhausted to be proper custodians of a train. Many lives and much property have been sacrificed by the inability of men to keep awake. The corporations do not drive men to their tasks with whips, shot guns and blood hounds, but, through hunger, distress, lack of fair wages for fair work, and threats of discharge. That is the millionaire treatment of employes! On the other hand, as described by Mr. Garfield in June, 1874, "These modern barons, more powerful than their military prototypes [of the middle ages], own our greatest highways, and levy tribute at will on all our vast industries!"

Senator Windom, in an official report to Congress, in 1874, decried our present masters and oppressors as follows:

"In matters of taxation, there are to-day four men representing the four great trunk lines between Chicago and New York, who possess, and who not infrequently exercise powers which the Congress of the United States would not venture to exert. They may at any time, and for any reason satisfactory to themselves, by a single stroke of the pen reduce the value of property in this country by hundreds of millions of dollars. An additional charge of five cents per bushel on the transportations of cereals would have been equivalent to a tax of \$45,000,000 on the crop of 1873. No Congress would dare to exercise so vast a power, except upon a necessity of the most imperative nature, and yet these gentlemen exercise it whenever it suits their supreme will and pleasure, without explanation or apology. With the rapid and inevitable progress of consolidation and combination, those colossal organizations are becoming daily stronger and more imperious. The day is not distant, if it has not already arrived, when it will be the duty of the statesmen to inquire whether there is less danger in leaving the property and industrial interests to the people wholly at the mercy of a few men, who recognize no responsibility but to their stockholders, and no principle of action but personal and corporate aggrandizement, than adding somewhat to the power and patronage of the government directly responsible to the people and entirely under their control."

In all cases they act on the robber's rule when he sets out to get rich by his calling. From the laboring men, who operate the roads the corporations require all that flesh and blood can stand (and more) at the lowest living of starvation wages! Of the public they require "all that the traffic can bear," regardless as to the financial embarrassment, the loss of homes or the means of life, by the individuals who compose the public!

Now the question occurs about this way: Suppose the farmer and the general public on one side, unite for mutual self protection against the

corporate "barons" who operate the roads for the millions and billions they make at the business. Suppose we require that workingmen be paid better wages, and have shorter hours as well, so that there will be more men at work and more money to spend in the channels of business. Then, on the other hand, let it be demanded that farmers and the public be served by the railroad at a rate not more than six to ten per cent. above the cost of service; and require that in all cases the charges shall bear some sort of reasonable relation to the cost of service. If a car load of commodities can be carried across the continent, from ocean to ocean, for three hundred dollars (\$300) it surely cannot be just to charge eight hundred (\$800) on the same roads and in the same train for two-thirds of that distance! If a car load of wheat can be carried from points in southern California to San Francisco for twenty dollars (\$20), it surely cannot be just and equitable to charge three hundred dollars (\$300) for a car load of alfalfa seed from the same points to the market! If newly arrived Europeans can be carried from New York to Chicago at one dollar per head, it must certainly be unfair to charge native borne Americans eighteen times as much over the same roads between the same points. Yet these rehearsals are but the common place occurrences under our present robber management. They "have the drop" on the public, and as a rule, "levy tribute at will," "all the traffic will bear," on all our vast industries!"

Having raised freights on one side, and suppressed wages on the other, until the margin of profits is large, then comes the opportunity to swell "capitalization" by the sale of manufactured or forged stocks and bonds. These are known as "watered stocks." An agent of the company orders printed blank stock certificates and blank bonds. These blanks which cost merely the price of printing are then filled out with large amounts, signed, and sold for cash in the market at the market price—at par, more or less. If sold at only fifty cents on the dollar, the transaction is bold robbery. A bit of paper costing the company only a cent may be sold for fifty thousand dollars (cash to the corporation). Then, after that sale, there will be one hundred thousand dollars (\$100,000) more "capitalization" for the public to pay interest or dividends upon. To meet this increased demand, freights are crowded a little higher and employes crushed a little lower, "in order to provide for the obligations of the company!" In this way the railroad burdens of the United States amounted in 1889 to \$9,931,453,146. As the amount is increasing about a half a billion annually, it is within the

truth to call the present total burden ten billions. According to the best railroad authorities one-half of this incomprehensible sum is *fraud*—watered stocks! Five billions of water! If sold at par it brought enough money to make five thousand new millionaires! At four per cent. per annum the income is enough to make two hundred new millionaires each year from this watered capitalization, which represents no honest value.

The proposition that I make, now, is this: Let us cut down freights and fares on the railroads in the interest of the farmers; in the interest of all merchants and business men; in the interest of all the men, women and children in this broad land, who eat victuals and wear clothes; also at the same time let us shorten the hours of railroad workingmen, until about fifty per cent. more men are employed, and raise wages until about one hundred millions of dollars more money per annum, shall go into their pockets, than now finds its way there. I would do this shortening of hours and raising of wages, primarily, in the interest of the laboring men; secondarily in the interest of the farmers, making larger and better markets for farm products; and, thirdly, in the interest of the business men. I would then lower freights and fares, leaving more money in the channels of business; while, through increased sums paid to railway employes, more money would be returned to the channels of business than the laboring men now have to spend on themselves and families. Is it not plain that this would make better times for all of us?

Do you ask who would suffer by this process? I reply, the millionaires of London and New York would collect less money than now on watered stock! What a hardship! I would provide for them less liberally! That is all! When a farm is water-logged the sensible farmer cuts a ditch to the nearest river and leaves the water to exercise its own opinion, to go or stay. Our water-logged highways might be so managed by means of lower railroad charges to the public and better wages and terms to the men! Two hundred millions of money per annum saved, is an item worth mentioning in any discussion. This leaves five billions of alleged *bona fide* capital in railroads in this country at four per cent. per annum, with nothing for water; or, two per cent. on the whole ten billions, and the corporations can divide their income as they like. We should quit paying two hundred millions per annum on water! When the farmers, merchants, railroad men, and the general public come to understand this subject as the people understood chattel slavery in the sixties, it is safe to say that we will quit turning our pockets inside out upon demand of public robbers!

Under that fraternal state of prosperity, with

better markets and lower freights, it may be safely predicted that American farmers will cheerfully pay their hired men more wages than now, making them, also, better customers, for all products of the farms, shops, mines and factories. How nice and easy it is to thus have one hand wash the other, when once we show them the way, though on the start it seemed impossible that it could be done! When all laborers on the farms, in the mines, in the shops and factories, on the railroads and in the business houses, meet at the ballot box intent on justice to themselves and their families, with less respect and care for their common enemies, times will be better here in America! We are all in the same boat, and must sink or swim together. Divided we are helpless. United, our enemies will disappear as dew disappears under the morning sun. Their power of resistance to our will, when united is as the breath of an infant to the fury of a cyclone! Let us study this problem of three factors from the bottom, and UNITE.—John Davis, in *Locomotive Firemen's Magazine*.

The Southern Pacific and The O. of R. T.

For some weeks past there has been a great deal of dissatisfaction among the telegraph operators employed by the Southern Pacific company, and this dissatisfaction culminated yesterday when Grand Chief A. D. Thurston, the head of the Order of Railroad Telegraphers, had an interview with General Superintendent Fillmore of the Southern Pacific.

In July last, a deputy from the Grand Division of the Order of Railroad Telegraphers, representing some 15,000 members, came to this coast and instituted a Division of that Order at Oakland, and so successful has he been that nearly 200 operators have joined the Oakland Division since that time.

The Southern Pacific company for some reason determined that this Order should not be permitted to exist on their lines, and issued a circular stating that any operator joining the Order of Railroad Telegraphers, the company would consider such action as equivalent to his resignation.

In pursuance of this policy the company discharged eight operators, because they had joined this Order, and this action caused the local division to send for Grand Chief Thurston, who arrived here some ten days ago.

Chief Thurston upon his arrival advised his men to go slow, and to devote their efforts to increasing their membership rather than to attempting just then to make any settlement of the existing differences.

The result was speedily apparent in the large

and enthusiastic membership which was enrolled, until now a majority of the operators on the Southern Pacific are members of the Order of Railroad Telegraphers.

On Wednesday last Grand Chief Thurston called on General Manager Towne, of the Southern Pacific, and the objects of the new order were fully and pleasantly discussed, after which, a request was made for the reinstatement of the eight discharged operators, and that the opposition of the company be withdrawn against the Order, so that the operators might organize the same as other classes of the company's employés.

This Mr. Towne declared to be a matter over which Superintendent Fillmore had sole jurisdiction, and as he was absent from the city at that time a conference was arranged for yesterday morning.

Chief Thurston accordingly waited on Superintendent Fillmore yesterday to endeavor to arrange the existing differences, so that the operators could join the O. R. T. and still retain their positions.

When seen last evening, Grand Chief Thurston said: "Owing to the very firm and uncompromising stand which Superintendent Fillmore assumed, I was utterly unable to even fully discuss the merits of our Order, or to place before him the manifest advantage which the Southern Pacific would derive from having a force of telegraphers, every one of which must be a strictly first-class operator in order to become a member of our Order.

"In my conferences with other railway managers throughout the country I have invariably found them not only willing but glad to fully discuss any matter of interest to the welfare of their operators and which tended to elevate that class of their employés, and such friendly conferences have always led to an amicable adjustment of any differences.

"In my interview with Superintendent Fillmore I was not only unable to get any satisfaction but I was unable even to discuss the merits of our Order, his reply being, 'We don't propose to have you come out here and interfere and dictate to us. We propose to run our own road.'

"When I called on General Manager Towne on Wednesday last, I was led to suppose from the pleasant manner in which he received me and discussed this matter that there would be no trouble whatever in settling our differences, but I regret to say my negotiations have failed utterly.

"One thing has surprised me since coming here," concluded Chief Thurston, "and that has

been the unprecedented enthusiasm shown by the operators in joining the Order and the earnest and loyal support they have given me, and I am certain that during my absence the O. R. T. will continue to grow, and its growth will only be the more rapid and vigorous because of this opposition of the Southern Pacific."

Grand Chief Thurston declined to state what further action he should take, but he leaves for the east this morning to confer with his grand officers, after which, he will confer with the grand officers of the other orders of railway employees.

This action on the part of the company has greatly incensed the operators, and many railroad men, who are in a position to know, declare that serious trouble may follow not only among the telegraphers, but among the other classes of railway employés, before the matter is finally adjusted.—*San Francisco Examiner*.

A case of some importance has lately been tried in the district court at Sioux City and while no decision was rendered, it gives promise that employés who are residents of another state may relieve themselves of persecution in this state. For some time past there has appeared an advertisement in a number of papers, that Webster & Company, of Sioux City were prepared to buy claims and accounts against railway employés. The law of Nebraska protects a certain amount of the wages of a laboring man from garnishee and this firm would buy the claims against employés who ran into this state and then would garnishee the wages, the law of Iowa permitting wages of non residents to be garnisheed. These suits would be brought in a justice' court and the employé usually found it cheaper and less trouble to pay a fraudulent claim rather than contest it. On account of the abuse growing out of this practice, the legislature of Nebraska enacted a law in 1889 making it unlawful for any creditor to assign, transfer or by any means dispose of such claim to any one within the state or elsewhere, for the purpose of avoiding the exemption laws. In a recent case brought by Webster against an employé of the U. P. who is a resident of Nebraska, an application was made for an injunction restraining Webster from prosecuting cases against the employé any further, but before the application for the injunction was decided by the court, Webster dismissed his suits and released his garnishment. Another similar case is pending however, and if the injunction is issued it will put an end to the persecution of employés and the "soft snap" enjoyed by such collection sharks. Of course a cry will be raised that it is protecting the employés in dishonesty and giving them an opportunity to defraud creditors, but the majority of railway employés pay their just debts; if they do not, they can not keep their situations and this persecution has been the means of compelling employés in the majority of cases to pay unjust claims. The CONDUCTOR will quickly condemn any effort on the part of any railway employé to escape the payment of any honest debt but it is not necessary or just to make courts of law an engine of oppression to the many on account of the dishonesty of the few.



NASHVILLE, TENN., Oct. 24, 1891.

At a special meeting of Rock City Division No. 135, Order of Railway Conductors, held Tuesday, June 23, 1891, the following resolutions were adopted:

WHEREAS, The Remorseless Reaper has passed the portals of our Division and suddenly and unexpectedly taken from our midst our friend and Brother, D. C. Searcy; and it becomes our duty to bear testimony to his worth. Be it

Resolved, That while in sorrow we bow submissively to the decree of the Almighty who doeth all things well, we shall treasure the rich legacy that our friend has left in his life and work, the memory of which will remain with us a realization of all that is pure, generous and good. Dan, as he was usually called, will be greatly missed. Be it further

Resolved, That while our sympathy cannot assuage the sorrow which time alone can heal, we, nevertheless, extend to the family of our Brother, our heartfelt interest in their bereavement, and may the holly spirit so assist them to hear the affliction that they may be able to say:

God recalls his precious gem
God hath taken him away from our care to His own.
Surely what he wills is best.

Resolved, That these resolutions be placed on the records of our Division and a copy be published in THE CONDUCTOR; also a copy given to the papers at Rock City and a copy furnished to the family of the deceased. As a mark of respect to our esteemed Brother, our charter be draped in mourning for thirty days.

H. J. WIGGS,
J. C. AUSTIN,
H. B. RIDLEY,
Committee.

TERRE HAUTE, NOV. 2, 1891.

Herewith you will find resolutions on our Chief Conductor's son, who died October 2. He was a bright youth of seventeen years, with the promise of a bright and useful manhood before him. During the spring he was taken down with the "La-grippe," which terminated in consumption. Some two years ago he professed religion and joined the Methodist Church. In the suffering and death of young Lee, everything unites in one proclamation of the eternal truth, of a Being infinite in wisdom, who reigns over all, undividedly, and supreme, the fountain of all life,

source of all light, from whom all blessings flow, and in whom all happiness centers. Could we ask the departed, would he not tell us, as he did from his bed of suffering, or does not his illumed spirit whisper from the Heavens that death is but life to a true believer, that it is not his last days or his worst days, but in the highest sense his best days and the beginning of a new life. Thus in life, only a few years do we journey, and we come to that bridge—death—which transports us, as the road we have traveled, either to happiness and joy, or to destruction, eternal.

TERRE HAUTE, NOV. 1, 1891.

At a regular meeting of Terre Haute Division No. 92, O. of R. C., held this day, the following resolutions were adopted:

WHEREAS, It has pleased the Almighty God in his infinite goodness, to remove from this earth, the son of our worthy Chief Conductor, Alonzo A. Lee, Jr.

Resolved, That while we bow to the will of Divine Providence we deeply mourn the loss that Brother Lee and family have sustained. With unfeigned sorrow we deplore his death, and extend to our Brother and family our sincere sympathy and condolence in their loss.

Resolved, That we dedicate a page in our minute book as a mark of respect, that a copy of these resolutions be sent to the family, also one to THE CONDUCTOR.

C. H. ARTHUR,
L. L. HELMER,
F. L. CAMPBELL,
Committee.

At a regular meeting of Corning Division No. 176, O. of R. C., at Howell Hall Sunday, Sep. 20, the following preamble and resolutions were adopted:

WHEREAS, In His gracious providence the Grand Chief Conductor of the Universe has removed from this life one of our much esteemed and worthy Brothers, John Frazer, and,

WHEREAS, He was most highly respected in the community in which he lived, and was a noble and much devoted husband and father; and,

WHEREAS, Corning Division No. 176, O. of R. C., and the employés generally of the Fall Brook

R. R., have sustained a bereavement that touches all hearts with the keenest grief, therefore, be it

Resolved, That while, through our sympathy, we are unable to assuage the sorrow that can only be healed by time; nevertheless we extend to the wife and family our heartfelt sympathy in this their hour of bereavement, and, be it

Resolved, That it is but a just tribute to the memory of the departed to say in his removal from our midst we mourn for him as worthy of our respect, affection and regard, and, be it further

Resolved, That our charter be draped in mourning for the usual period, that a copy of these resolutions be spread on the records of this Division, a copy sent to the family of our deceased Brother; also a copy be furnished the city papers and RAILWAY CONDUCTOR for publication.

BENJAMIN HUNTLEY,
J. D. CARLTON,
WM. A. PIERCE,
Committee.

SPRINGFIELD, MO., Sep. 14, 1891.

A special communication of Ozark Division No. 30 was convened at their Division room September 14, 1891, for the purpose of attending the funeral of Brother Thomas Ferrier.

In the absence of Brother Frank Lamoreaux, C. C., Brother E. Akers acted as C. C., Brother J. Ferrow acted as chaplain.

Division being called to order by Brother Akers who made a few brief remarks, stated the call of this meeting was for the purpose of attending the funeral of Brother Thomas Ferrier.

The Division being fully organized, marched to the residence of Brother Ferrier preceded by Hobart's Military Band.

On arriving at the residence the procession opened lines, the undertaker and pall-bearers passing within received the remains conveying them to the hearse while the band played the solemn funeral dirge. Formed in regular line of march preceded by the band, the procession keeping step to slow time, the funeral march, proceeded to Benton avenue M. E. Church, where a vast concourse of people had assembled to take part in the services which were ably conducted by Rev. Pottsman, pastor of the church.

At the church there were ample accommodations for the Division members and the chief mourners.

Upon the conclusion of the services the pall-bearers again taking charge of the remains, Brothers again taking up the line of march south on Benton avenue to Centre, west on Centre to Boonville, south on Boonville to road intersecting Hazlewood Cemetery.

On arriving at the cemetery the body was buried by reading the beautiful ritual of the Order, which was impressively read by Brother E.

Akers, after which, Brother J. Ferrow rendered, in a very impressive manner, a prayer for the burial of the dead. The body was then lowered into the tomb amid the sorrows of sorrowing Brothers and friends. As the last words of the ritual were rendered; as it ever has been, ever will be, so be it now.

Thus closed the last act of sympathizing friends.

Those Brothers present and taking part in the services were;

Brother Akers, A. C. C.; Brother J. Ferrow, Chaplain. Brothers Ralston, Breeze, Reeves, Schuyler, Fox, Van, Dern, Strong, Best, Rominger, Markwell, Thornhill, Decker, Sheldon, Bartholomew, Dyer, Kirkpatrick, Kite, Carr, Lydon, Dillard, F. Wightman, I. Wightman, D. Wightman, Madden, Kerr, Elliott, Hazel, Clarkson, Hitchins, Lillard, Kinsinger, Mansfield, Newburg, Welch, Diggin, Lopp.

J. L.

LEADVILLE, Colo., Oct. 19, 1891.

Brother W. H. Harrison, a freight train conductor on the Colo. Midland Ry., and a faithful member of Holy Cross Division No. 252, died at Cottonwood Springs near Buena Vista, Colo., at 11:45 p. m., September 24, 1891, of typhoid pneumonia after an illness of eleven days.

He was a man beloved by all, with a disposition to be envied, and Division 252 loses one of its most active members.

At a regular meeting of Holy Cross Division No. 252, held Oct. 18, 1891, the following resolutions were adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe, in his infinite wisdom to take from our midst Bro. W. H. Harrison, a member of this division, a kind father and loving husband, noted for his integrity and indulgence to his family and Brothers, be it

Resolved, That this division loses one of its most active and conscientious members, and, be it further

Resolved, That the charter be draped in mourning for thirty days, that these resolutions be spread upon the records of our division, and a copy sent to the family of the deceased as a testimonial of our grief and sympathy, also a copy sent to THE RAILWAY CONDUCTOR.

Committee, { E. L. DUNN,
D. F. McPHERSON,
C. L. GILBERT.

BATTLE CREEK, Mich., Oct. 12, 1891.

At a regular meeting of Battle Creek Division No. 6, held Oct. 11, 1891, the following was unanimously adopted;

WHEREAS, God in his inscrutable providence, has seen fit to cut down in the midst of life our friend and Brother, Frank T. Thornhill, and,

WHEREAS, By his death we have lost one of our young members of good and manly principles, a warm supporter of our Order; therefore, be it

Resolved, That we will cherish the memory of our departed Brother.

Resolved, That we extend to all the bereaved relatives our sincere sympathy.

Resolved, That the charter of our division be draped in mourning for thirty days, and a copy of these resolutions be sent to the mourning family and a copy sent to THE CONDUCTOR for publication.

Committee { C. W. SHAUMAN,
J. H. WILSON,
C. R. MARTIN.

BATTLE CREEK, Mich., Oct. 12, 1891.

At a regular meeting of Battle Creek Division, No. 6, held Sunday Oct. 11, 1891, the following resolutions were unanimously adopted:

WHEREAS, It has pleased the great Ruler of the universe, to remove by death the kind and loving wife of our esteemed Brother, A. Mitchell, be it,

Resolved, That we, as Brothers, do most sincerely sympathize with him in his hour of bereavement.

Resolved, That these resolutions be placed upon the records of our division, a copy sent to the bereft husband and to THE CONDUCTOR for publication.

Committee { C. W. SHAUMAN,
J. H. WILSON,
C. R. MARTIN.

On Sept. 1st, after a short and painful illness of bilious dysentery at 1:20 p. m., death removed from our midst, our late and lamented Brother, Geo. Dewey, secretary of Division No. 5.

WHEREAS, The esteem and high regard long held by our deceased Brother with the members of this division, render it proper that we place on record our appreciation of his services as a Brother, and his merits as a man, therefore, be it

Resolved, That while we bow in humble submission to the will of the Almighty, we do not mourn less for our Brother who has been called to rest.

Resolved, That in the untimely death of Brother Dewey, this division loses a brother who was always active and zealous in his work, one who was wise in council, fearless in action and an honest upright man whose virtues endeared him not only to his Brothers of the Order but to all his fellow citizens.

Resolved, That this division tender its heartfelt sympathy to the family of our deceased Brother, and hope that in their sorrow they may find comfort in Him who doeth all things well.

Resolved, That our charter be draped in mourning for thirty days, and a copy sent to the family of our deceased Brother also to THE CONDUCTOR.

Committee { JOHN F. SCHIESWOHL,
W. M. BACON,
W. T. BUELL.

At a regular meeting of Corning Division No. 176, Order of Railway Conductors, held in Corn-

ing, October 4, 1891, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God to remove from this earth our Brother, William Kirkham, who was killed while in the discharge of his duty October 2, 1891.

Resolved, By Corning Division No. 176, that, while we bow with humble submission to the will of the Most High, we do not the less mourn for our Brother. That in his death this Division laments the loss of a Brother who was ever ready to proffer the hand of aid and the voice of sympathy to the needy and distressed of the Order. A true member whose utmost endeavors were exerted for its welfare and prosperity. And, be it further

Resolved, That in his sudden death we recognize the slight thread that binds us to earthly things and that the dangers of our calling should make us more firmly united by those ties of friendship which bind us together. That our hopes extend beyond this life for happiness, in a firm belief that there exists a better state in the long eternity toward which we are progressing. And, be it further

Resolved, That to his bereaved family our sincere sympathy extends, more especially in consideration of the sudden manner of his removal. That a copy of these resolutions be sent to them, that they be recorded on the books of this Division and published in THE CONDUCTOR; and that our charter be draped in mourning for thirty days.

WM. PIERCE,
J. D. CARLTON,
P. O'BRIEN,
Committee.

RICHMOND, Oct. 18, 1891.

At a stated meeting, October 18, 1891, of Richmond Division 152, O. of R. C., the following resolutions were passed:

WHEREAS, The Supreme Ruler of the Universe having removed from our midst our esteemed Brother, J. T. Scott, who died in Panama, Aug. 29, 1891,

Resolved, That in submission of the Great Creator we are conscious of our great loss.

Resolved, That in his death we have lost a true friend and courteous Brother.

Resolved, That these resolutions be placed on the records of this Division and a copy thereof, be sent to his brother, also a copy to be sent to THE CONDUCTOR for publication.

E. W. MOSBY,
CY. BLAKEY,
J. E. FULLER,
Committee.

LOUISVILLE, KY., Oct. 18, 1891.

At a regular meeting of Monon Division No. 89, Order of Railway Conductors, held October 18, 1891, the following resolutions were adopted:

WHEREAS, It has pleased God, the Grand Chief of the Universe to allow death's angel to enter the house of our worthy Brother, Thos. Lan-

ahan, and remove by death, Tuesday, October 13, 1891, his beloved six year old daughter, Jessie, therefore, be it

Resolved, That we, the brethren of Monon Division No. 89, Order of Railway Conductors, do express to Brother Lanahan and his wife, our heartfelt sympathy in their sad bereavement.

Resolved, That while we know the hours of sadness that will come to them on account of her absence, we would remind them that God has taken her home with him and while they are deprived of her companionship in this life, they will meet in a better land, where sorrow never comes.

Sister Lanahan had not neglected the grand object of this life. She is a christian and taught little Jessie the great work from the grand book of rules and felt that the great arm of God was about her in the hour of death.

Let us hope that God will grant to Brother Lanahan and his wife the consolation of His Holy Spirit and watch over the dear little ones that are left behind and bring them at last to that Heaven of rest that has been prepared for all who love and keep his commandments and where God shall wipe away all tears from their eyes and where they can spend a blissful eternity together.

Resolved, That these resolutions be placed on the records of our Division. A copy be sent to Brother Lanahan and published in THE CONDUCTOR and given the city papers for publication.

C. S. DODSON,
C. H. RICE,
GEO. W. ROBERTS,
Committee.

Died on August 26, 1891, at York, Pennsylvania, from injuries received at Emigsville, Pennsylvania, August 26, Brother Hamilton J. Bletcher, of Division No. 5, O. of R. C.; a faithful friend a zealous member of the Order and above all, a devoted, loving and affectionate husband and father.

Resolved, That in his sudden departure we recognize the slight threads which bind us to earthly things and dangers of this life. It should make us more firmly united by these paternal ties of friendship which bind us together, and, be it further

Resolved, That to his family we extend our sincere and heartfelt sympathy in their bereavement more especially in consideration of the sudden manner of his removal; and, be it further

Resolved, That the charter of our Division be draped in mourning for a period of thirty days, a copy of these resolutions be sent to the grief stricken wife and children, and a copy to THE CONDUCTOR.

JOHN F. SCHIESWOHL,
W. M. BACON,
W. T. BUELL,
Committee.

FRANKFORT, Ind., Oct. 27, 1891.

At a special meeting of Clover Leaf Division No. 254, the following resolutions were adopted:

WHEREAS, It has pleased an All-wise God to remove from our midst our worthy Brother, John W. Worley;

Resolved, That in this Divine decree the Order of Railway Conductors have lost an earnest advo-

cate and this division one of its most zealous co-workers, who was ever ready by work and deed to advance the interests of the organization of which he was one of the most respected members.

Resolved, That Clover Leaf Division No. 254 desire to place upon record the manly attributes, the affectionate disposition, and the many sterling qualities that endeared him to us.

Resolved, That we extend to the bereaved wife and child, the afflicted mother and brothers, and the many friends of our deceased Brother, our sympathy in the dark hour of their distress and sorrow.

Resolved, That these resolutions be spread upon the records of the division, a copy be transmitted to the family of the deceased, and the same be furnished THE CONDUCTOR for publication.

J. W. DAILEY,
S. W. MERRILL,
R. A. SHOEMAKER,
Committee.

WATERTOWN, N. Y., Sept. 20, 1891.

At a regular meeting of Maple City Division No. 25, September 20, 1891, the following resolutions were adopted:

WHEREAS, Our Heavenly Father has been pleased to take from us our beloved Brother, O. Bisnett, who died at his home in this city, September 5, 1891; therefore,

Resolved, That in the death of Brother Bisnett, the Order loses a faithful and conscientious member and his family an affectionate husband and father.

Resolved, That we hereby tender our sympathy to the widow and children of our departed Brother in their sad affliction.

Resolved, That these resolutions be spread on the records of this division, a copy sent to the family, and also a copy furnished THE RAILWAY CONDUCTOR.

O. H. HINE,
J. HERMON,
P. REDMOND,
Committee.

"Come, let the funeral rite be read,

The funeral song be sung;

An anthem for the manliest dead

That ever died so young—

A dirge for him the doubly dead

In that he died so young."

MARTIN.—ROGER HOWARD, only son of Brother L. P. Martin and wife, died October 31st, of scarlet fever, aged six years and eight months, after a sickness of one short week. Roger first saw the light of this earth in our home and for much of his brief life shared with us that home, and, more like a son than a nephew, our claim upon and love for him was second only to that of his parents; born in the bright spring time, with the budding of nature and the opening of the flowers, it was meet, that if his young life must be cut short, it should fade with the light of a dark autumn day and his gentle spirit pass to the bright hereafter with the setting of an October sun.

WM. P. & J. C. DANIELS.



The Switchmen's Journal for November is on time but the leading editorial does not promise well for the future.

The November number of *Outing* is a remarkable one, both for number and beauty of illustration and variety of interesting reading matter. This excellent magazine has improved so rapidly of late that it is difficult to understand how the publishers manage to secure the astonishing variety of high class contributions. The current issue is proof positive that *Outing* is in able hands.

The Railroad Car Journal formerly the *Journal of Railroad Car Heating* is on our desk and in its November number offers a cash prize of \$50 for the best story of railroad life, not to exceed 1500 words in length. Any one wishing to compete for this prize must send their composition to *The Railroad Car Journal*, 132 Nassau street, New York, not later than December 15th, the wrapper plainly marked "competitions" and with the name and address of the writer.

"Was Abraham Lincoln a Spiritualist?" is the title of a book soon to appear from the press of R. C. Hartranft, Philadelphia, which it is claimed will create a sensation and it is predicted that it will prove more popular than any book since *Uncle Tom's Cabin*; the name of the writer is not given, but it is said to be from the pen of the medium who played the chief part and who makes his statements under oath. The book is claimed to deal with high official private life.

The Chicago Dramatic Journal comes to us with the names of Eugene Hunt and L. T. Dorsey nailed to the mast-head, the former as manager and the latter as editor. Mr. Hunt is a former citizen of Cedar Rapids and a publisher of experience; Mr. Dorsey was formerly an Iowan also, hailing from Burlington; he has had an extended experience as dramatic editor of some of the leading Chicago dailies and the columns of the *Dramatic Journal* show the result of that experience. Gene and Lloyd are both "hustlers"

and will make a paper that deserves success and will undoubtedly win it.

It is worth everybody's while to buy the November *Wide Awake*, for three notable features: "The Boyhood of Hawthorne," by his relative, Mrs. Richard Manning of Salem, Mass., which is full of family anecdote and gives a photograph of the first portrait painted of Hawthorne; the closing chapters of Margaret Sidney's famous *Peppers* serial; and "Nolan," a ballad by Mrs. Laura E. Richards, giving the tragic story of the bearer of Raglan's dispatch to Lucan's "Light Brigade," when they made the famous "charge" at Balaklava.

Wide Awake is \$2.40 a year. *Wide Awake* and *THE CONDUCTOR* \$3 00.

Scribner's Magazine for November contains several notable illustrated articles on countries that are little known to American readers—including the first of several papers by Carl Lumholtz (the author of "Among Cannibals") on his explorations in the Sierra Madre. His expedition is conducted under the auspices of the American Museum of Natural History of New York, and the American Geographical Society, and the results will first appear in *Scribner's Magazine*. There is also a striking paper by Napoleon Ney, the grandson of the great Marshal of France, on the proposed Trans-Saharan Railway, which the French Government has approved. M. Ney was a member of the Government commission, and is fully qualified to write on the subject.

As the time approaches for the World's Fair, greater interest is being felt in the marvelous city of the Lakes. The *Cosmopolitan Magazine* has devoted twenty-eight pages of the November number to a most interesting and exhaustive article upon Chicago from the pen of the famous novelist, Col. Chas. King. Count Jacassy, who spent some time on the ground for that purpose, and Harry Fenn, have illustrated the most charming features of the city by twenty-eight sketches. An article upon Alfalfa Farming in this number, is

by John Brisben Walker, who, as the result of ten years spent in the saddle, in direct superintendence of his farm "Berkeley," one of the largest Alfalfa farms in Colorado, gives the reader much valuable information in regard to the irrigation and curing of the wonderful plant which is destined to become one of the most valuable products of the United States. General Sherman's letters to his daughter, written from the field during the war, are perhaps the most valuable contribution that has yet been made to the literature of the war.

The age is one of rapid progress—and we are in it. Our patrons are among the most progressive of the nation. They are quick to take advantage of a good offer. We make a great many; but when we recently offered a set of the memoirs, of either Grant, Sheridan, Sherman, McClellan, or Lee, in their respective original editions, for 50 cents a set, in connection with a year's subscription to the *Cosmopolitan Magazine*, \$3. and a year's subscription to this paper, \$1—\$4 50 in all—we fairly outdid ourselves.

Thousands of orders have already been received by the publishers, so that if our friends wish to avail themselves of this extraordinary opportunity, they must wake up. No such offer has ever before been made to the reading public, and it is doubtful if it will ever be duplicated.

Again we say, "Wake up!"

If not on reading terms with the magazine, send postal card request for a free sample copy to the *Cosmopolitan Publishing Company*, Madison Square, New York City.

The first number of the Nineteenth Volume of *St. Nicholas* contains the beginning of a serial for boys, by Brander Matthews. It is called "Tom Paulding," and deals with the search by a New York boy for buried treasure in the upper part of Manhattan Island. Local color is given in the first chapter by the bright flames of an election-night fire. This is Mr. Matthew's first venture in writing a long story for the young.

Among the most amusing things in this bright number is "The Barber of Sari-Ann," by Jack Bennett. The author, having in the preceding number taught the readers how to make silhouettes, in this shows his credentials by producing exceedingly funny illustrations to an equally amusing poem, which reads like an Ingoldsby legend. Another clever bit of work is "Launcelot's Tower," by Marjorie Richardson, wherein fun and good counsel are equally blended.

"The Dickey Boy," by Mary E. Wilkins, is a pathetic story of a country waif. That the country has waifs will not easily be forgotten by those who sympathetically follow the troubles of the Dickey boy.

The Century has just "come of age," and in its November number begins its twenty-second year with some notable "features."

The feature which is likely to attract the most attention is probably the new novel, "The Naulahka," by Rudyard Kipling and Wolcott Balestier, the latter a well known American now living in London. This is Mr. Kipling's first experience in collaboration, and the story is not only international in authorship but in plot. It opens on the bridge of an irrigating ditch in a Western State, and at the close of the first instalment there is already an indication of a change of the scene to India. The motive of the story is the quest of an American, Nicholas Tarvin, for a celebrated necklace of jewels which hangs around the neck of an idol, in the province of Rajputana, and which he has promised to bring back to Mrs. Mutrie, at Topaz, Colorado, in order to obtain her influence in behalf of the town he is booming. In the working out of this unique theme the reader may look for some surprising situations.

The last number of the *American Machinist* announces that the *Locomotive Engineer*, which for the past three years has been published by the American Machinist Publishing Company, has been sold to Mr. John A. Hill, who has been its editor from its birth, and Mr. Angus Sinclair, who is well known among railway men as a writer who was formerly one of the staff of the *Machinist* and later of the *National Car and Locomotive Builder*. Both of the gentlemen are practical locomotive engineers, the former being from the Rio Grande, as we understand, and the latter from the B. C. R. & N. Mr. Hill has made an excellent paper of the *Engineer*, and with the assistance of Mr. Sinclair, will undoubtedly make it still better in the future. They announce that, commencing with the new year, the paper will be increased materially in size and the price will be \$2 per annum. The title will be *Locomotive Engineering*.

When the *American Federationist* first appeared, it opened out on its career by an uncalled for attack upon the Order of Railway Conductors, which evinced gross ignorance of the organization, its officers and the circumstances generally and which we were compelled to comment upon; in a subsequent issue, an attempt was made to shift the attack from the Order to the writer, but in pursuance of a rule that we try to consistently observe, not to use the columns of *THE CONDUCTOR* for defense of the editor either as the editor or as an officer of the Order, this personal attack was ignored; since then there has been a change in the ownership and management and apparently in the editor, and we are pleased to see on the part of Bro. Martin, an evident desire to amend the error of the past and to be fair and impartial. The enterprise exhibited in issuing a special edition to inform its readers of the schemes of Brer Leflet and Brer Johnsing and to prevent any being misled by them is commendable, but we believe the occasion scarcely justified the expenditure, as we do not believe that any considerable number of the members of the B. of R. C. could be deceived by them, while those who choose to follow them with their eyes open are such as will be glad to have go.



BUTTE, Mont., Oct. 14, 1891.

Oct. 13th, I organized Snowy Range Division, No. 295. They start out with twenty-three members and the following officers:

C. C., J. F. Barnes; A. C. C., J. W. Doads; S. and T., B. S. Robertson; S. C., Chas Alexander; J. C., F. W. Finck; I. S., B. B. Gogarty; O. S., H. A. Kersting; Trustees, Chas. Alexander, H. A. Kersting, J. B. Oliver.

After organization the new division gave an elegant banquet followed by the "tripping of the light fantastic." I enclose the menu card and it is needless to say, we both banqueted and tripped. The new division is good material and will be in the race for honors.

Yours in P. F.,
GARRETSON, G. S. C.

BUTTE, Mont., Oct. 14, 1891.

Editor Railway Conductor:

Oct. 11th, I organized Butte City Division, No. 294, with the following official list:

C. C., H. C. Gray; A. C. C., J. M. Nelson; S. and T., H. I. Russell; S. C., O. L. Chapman; J. C., H. H. Horn; I. S., Thos. Shusman; O. S., W. P. Sparks; Trustees, S. L. Russell, C. W. West, J. H. Wright. The division will meet on the first and third Sundays at 2 p. m., second and fourth Sundays at 7:30 p. m., in Ozark Hall, South Butte.

The division starts out in good working condition with twenty-three members and a good official staff. Aid is acknowledged from Brothers Geo. Hall and Murray Miles of 243, and to Division 243 for the use of their paraphernalia, the supplies for 294 being delayed in transit.

I go tomorrow to Livingston, Mont., to organize there on the 13th, when you will hear from me again. Until then I am yours in P. F.,

GARRETSON, G. S. C.

CHICAGO, Oct. 15, 1891.

Editor Railway Conductor:

On Wednesday Oct. 21, at 2:30 p. m., a special session of the Grand Division was opened at Paducah, Ky., for the purpose of constituting a new

division of the Order of Railway Conductors. This makes the fifteenth organized since the Grand Division closed in May last, and the good work is still going on and may still continue to go on and on until we stand (in point of numbers as well as all else) at the head of railway organizations. The following acted as officers pro tem: D. G. C. C., C. H. Wilkins; D. A. C. C., J. H. Castello, Div. 175; D. G. J. C., T. J. Moore, Div. 202; D. G. S. C., H. C. McKinney, Div. 89; D. I. S., E. E. Rogers, Div. 253; D. O. S., C. E. Elder, Div. 44; D. G. S. and T., Geo. W. McCauley, Div. 243.

The petition for charter contained the names of seven (7) new members and eighteen (18) transfer members, but as only five (5) transfer cards had been received nine (9) of the Brothers were not admitted as charter members at the time of organization. Three (3) Brothers from 253 and one (1) from 175 were admitted, Division 290 becoming responsible to these two divisions for any indebtedness of the Brothers. They had asked for cards and had not heard anything from the secretaries in regard to the matter, while other Brothers had not even asked for transfer.

This is a matter that I wish it were possible to impress fully and forcibly on the minds of the Brothers who sign petition for charter or who intend joining a new division at its organization. It is a necessity and should be applied for by the Brother at the earliest moment. Some of the Brothers think that because the division who acts upon the petition for charter is the division to which they belong, and as their name appears on the petition that that should be sufficient for the secretary and treasurer to issue transfer card on; but it is not, the Brother must apply for his card without any consideration being given as to the petition. The organization of a division had to be postponed very recently because the Brothers who signed the petition had not obtained their transfer cards. I hope that whoever may chance to read this will remember the importance of the matter, and if they ever find themselves in a position to have it apply to them, carry out as near as possible the spirit of the above and advise others as to the course to follow in order that the best results may be accomplished.

The following were admitted by transfer card: T. J. Moore, T. D. Ruffin, W. C. Heaton, C. R. Gates, T. Downey, Wm. Beadle, A. C. Gleason, E. E. Rogers, J. C. Waddell. After the meeting was opened in regular form the following were introduced and the work communicated: D. A. Kirkpatrick, T. A. Pyle, J. R. O'Brien and O. H.

Lawson, after which the three degrees were exemplified in full on J. M. Sullivan. The division was then constituted in conformity to law and proceeded to the election of officers which resulted as follows: C. C. T. J. Moore, Paducah, Ky., care of N. N. & M. V. Ry.; A. C. C., E. E. Rogers; S. C., T. D. Ruffin; J. C., W. C. Heaton; I. S., C. R. Gates; O. S., T. A. Pyles; S. and T., O. H. Lawson, Paducah, Ky., 611 North Sixth street; E. E. Rogers, T. J. Moore, J. C. Waddell were elected as trustees and division committee. The selection of a name for the division was a matter of form only as the selection had already been made and is, "Wingo" Division No. 290, and they will meet every Sunday at 1:30 p. m. in Rogers Hall, Broadway. The officers were then duly installed, Brother McKinney acting as marshal. Some instructions were then given the new division, after which the division closed in regular form. The organization was a success in all that the word implies, and I am under obligations to the Brothers who so ably assisted in making it such, not only those who acted as officers, but all who gave their attendance. After the organization was completed all adjourned to the Richmond Hotel where mine host Mayor Reed, had prepared a sumptuous banquet, and at which all did full justice. The ladies had, during the afternoon, tastefully decorated the dining room, and during the banquet added still further to the occasion by their presence. After full justice had been done to the bountiful repast, the tables were removed and dancing occupied the time until the "wee sma' hours." That everybody had a very pleasant time needs no assurance from me as it is a conceded fact that the Brothers are always at their best on occasions of this kind, and as the "complete" to an Order is what makes it all it should be, so the ladies were the "complete" to this occasion.

This division has a very bright outlook, they have good material and some hard workers and I predict that it will in the very near future be numbered among the best divisions of the Order.

The thanks of the Brothers are due and are tendered to the Asst. Supt. Mr. Morse, and Trainmasters Morgan, Ross and Fuller for their kindness in arranging to have so many of the Brothers present upon this occasion, and I can assure one and all that it was duly appreciated. Mr. Fuller was present at the banquet and ball, but Bro. Morgan and Bro. Ross were unable to be present and the boys very much regretted it I can assure you. Thus closes the organization of the "fifteenth" division of the Order of Railway Conductors since June 1, last. If any member of the Order passes through Paducah, the latch string of Wingo Division 290, is always on the outside, don't fail to pull it and you may be confident of a hearty welcome.

Yours in P. F.,
C. H. WILKINS, A. G. C. C.

PITTSBURGH, Pa., Oct. 11, 1891.

Editor Railway Conductor:

Still the good work goes on. At 1:30 p. m., a special session of the Grand Division was opened at Bennett, Pa., with the following officers in the chairs:

D. G. C. C., C. H. Wilkins, D. A. G. C., Jno. Walters, Div. 114; D. G. S. and T., D. H. Speer, Div. 201; D. G. S. C., J. W. Wright, Div. 201;

D. G. J. C., Wm. B. Rice, Div. 114; D. G. I. S., C. H. Pierce, Div. 201; D. G. O. S., R. J. Harris, Div. 201. The purpose of the special session being the organization of Division 217. The charter list contained twelve (12) names and the following were introduced, obligated and the secret work communicated to them: Thos. L. Reese, J. F. Moorhead, J. W. Crooks, J. H. Palmer, W. C. Neagle, Clyde Charles, L. B. Fortney, C. A. McAndrews, D. C. Henshaw, W. H. Mann and F. D. Hunt, after which the three degrees were exemplified in full upon P. Boyle. The division was then duly constituted in conformity to law, and proceeded to the election of officers with the following result: C. C., Jno. Huebner, Bennett, Pa., Box 230; A. C. C., H. Fout; S. and T., W. H. Baird, 327 Renfrew street, Pittsburg, Pa.; S. C., J. L. Dull; J. C., W. Phelan; I. S., U. J. Stump; O. S., S. B. Clancy.

The division will meet on the second and fourth Sundays at 2 p. m. in the Opera House Building. The name of the division will be "Anchor Line," and the number 217. The officers were duly installed, Bro. Rice of 114 acting as marshal. They were then instructed in the work of the Order and its objects fully explained, after which all partook of supper prepared by mine host "Volker," to which it is hardly necessary for me to say full justice was done. The following were members who joined by card: R. J. Harris, W. H. Baird, J. Huebner, Wm. Phelan, H. Fout, J. R. Danenbury, E. E. Yoho, U. J. Stump, S. B. Clancy and J. L. Dull.

I desire to take this opportunity to thank the Brothers who so ably assisted me in the work of the organization, and also those who by their presence added so much to the meeting, and I assure you and them that it was duly and fully appreciated. We had present in the hall forty-two Brothers after the twelve new ones were made, and it was in every sense of the word all that could be expected or wished for and I am satisfied that the fine attendance and interest manifested by the Brothers will bear good fruit and make itself felt in the railway community round about Bennett. The special thanks of the Brothers and of the division are due and are hereby tendered to Bros. Cooley and Merrill, yardmasters, for their kindness in arranging for the men to be present as they held trains to accommodate them, and also for providing engine and coach to take the Brothers to Alleghany, after the organization. I confidently predict that a division has to-day been added to the Order that will be an honor to the Order and a credit to itself, as the Brothers are interested in making the division all that it should be and will succeed. May the good work still go on and still on, until every railway conductor who is eligible is a member of the Order of Railway Conductors, until every railroad in this country has none but Order men handling its trains, the more thoroughly organized the conductors are, the more protection is theirs, and the more interest manifested by them in the organization, the greater the benefits derived therefrom. Brothers, let everyone see to it that he does his part and the Order of Railway Conductors will be not only in the front rank, but will lead all others.

Yours truly in P. F.,
C. H. WILKINS, A. G. C. C.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

WM. P. DANIELS, EDITOR AND MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

JOHNSON AND HIS CIRCULAR.

After quoting the Johnson imitation of the "Majah's" letter, commenting in severe terms thereon, *The National Federationist* says:

J. D. Johnson opposes unity with the O. R. C. out of personal enmity toward Wm. P. Daniels, or at least so stated at the Louisville convention. Without casting any insinuations upon Mr. Johnson, we cannot help but mention the fact that Mr. Johnson was shown why it was more to his interest than any other to join the O. R. C. through consolidation, in order to be in a position to properly place his charges against Mr. Daniels, and, judging only from his present efforts to kill the consolidation, it would appear that he was afraid to meet Mr. Daniels in an investigation on equal footing. If this be not true, why does not Mr. Johnson adopt the course pointed out to him at Louisville.

We believe Brother Martin is again mistaken in attributing Johnson's action solely to enmity to the writer; as in the case of the "Majah," this feeling undoubtedly had something to do with it; personal vanity on the part of Johnson, who hoped to obtain notoriety and become a "Moses" to rescue the members of the B. of R. C. from the wilderness into which they were led by the "traitors" cut some figure in the matter, but in our opinion, the principle reason was that he feared that he would not be able to avail himself of the agreement but would be shown to be one of those "notoriously unworthy" ones who were specifically excepted in the conference. He need not have feared this however. Now, as to Johnson's iterated and reiterated assertions that he has been trying in vain for three years to obtain justice. When arraigned on a charge of violation of obligation, he *pleaded guilty* and by the law of the Order, this expelled him without any further action. He afterward claimed ignorance of this and that he did not mean to plead guilty to anything more than writing a letter charging the writer with official dishonesty and malfeasance and he still claims his charges, which were specifically, that the proceedings of a Grand Division had been "doctored," to be true. His assertion that he has been unable to get justice is a plain direct falsehood. Immediately upon learning the result of the trial and his claim we wrote to him urging him to appeal his case to the Grand Division; he was expelled in June, 1888, and had until December 31st 1889, to give notice of appeal but he declined to do so; he wanted his case "reopened" in Division No. 147, which under our laws was an impossibility; we urged him to

appeal to the Grand Chief Conductor to set aside the trial and remand it to another division as could legally be done; he declined to do this; we offered to submit the case to and abide by the decision of any division that he should select under an agreement that the loser should pay all the expenses incurred by such division and each to give proper security for such payment; he declined this; we offered to waive the privileges given us under the law which prevented any but the executive committee from preferring charges against a grand officer and urged him to prefer charges for "doctoring" the records; he declined to do this; prior to his trial and the Grand Division in 1888 he threatened to be at Toronto and expose the wickedness of the Grand Secretary; he was not there, however, but issued a circular containing the same indefinite accusation together with some additional ones just as vague and indefinite. He sent to the Grand Division at Denver, a long rambling communication, again reciting the accusations and his grievances, and although the writer endeavored to induce the Grand Division to hear it, after listening to a very little, they declined to hear further or permit it to go on record. The law of the Order does not permit any but a member to prefer charges against a member, but it expressly provides that any person, whether a member of the Order or not may complain to the Trustees against any grand officer and they are compelled to take cognizance of any such complaint and this course has been open to Mr. Johnson all the time and is yet open; there is no statute of limitation in our laws and if he should sustain his accusation of "doctored" records it would completely vindicate him from the charges preferred against him in 1888; further, if he will prepare charges, we will find a member of the Order who will prefer them and we will waive the privilege of a grand officer and meet them squarely, and if Johnson will join in an agreement that the loser shall pay all expenses and furnish security for such payment, we will meet them in any division of the Order that he may select including any that has been or may be organized from former divisions of the B. of R. C. Every person who knows anything at all of the laws of this or similar organizations, knows that Johnson's alleged proposition recently made in the *Gazette*, is an utter absurdity. We have never been able to learn, nor do we believe any

other person has ever learned what Johnson means by his accusations or how any proceedings have been doctored; we doubt if Johnson knows himself or can explain so any one can understand. He has been offered space in *THE CONDUCTOR* provided he would say something definite, giving facts and evidence instead of his vague and indefinite accusations, and the baseless assertions of an undoubtedly disordered mind. If he did not desire to avail himself of this offer, certainly prior to the demise of the late lamented of Toledo, he need not have waited for an opportunity to have his effusions printed.

Immediately after the rejection of Mr. Johnson's second petition for reinstatement, he made a slanderous attack upon the Order through the columns of an Easton paper. *THE CONDUCTOR* referring to it very briefly, stated some facts, viz., that Johnson was an expelled member of the Order; that he had made several attempts to get back; that the last one was accompanied by a threat that if he was not accepted, he would join the B. of R. C.; the gentleman announces that some of this is true and some is a lie, but leaves it to surmise which he pronounces false but he quotes disjointed extracts from a personal letter to induce readers to believe that "some of it is a lie." That he has never formally applied for reinstatement but twice, is we believe true, but it is equally true that he, or some one in his interest has made several attempts that have not been carried to a conclusion for the simple reason that he became convinced that the petitions if presented would be rejected. We have never had any objection to his reinstatement and have said so to members of the division which expelled him, as well as to others, many times, both before and after his first petition; we have been solicited to use our influence in his behalf but have declined because of an invariable rule never to interfere in the affairs of any division except the one of which we may be a member. Not long ago, a letter was received by Brother Clark asking his influence in favor of Johnson's reinstatement and also if the writer would not try to persuade 147 to consent to his reinstatement by another division, and saying that Johnson had a petition for a charter for a division of the B. of R. C.; that he wanted to get back into the Order, and if reinstated, he would destroy the petition but if not he would go ahead and organize a division of the B. of R. C. at Easton. Division 147 declined to consent to his reinstatement and thus in effect told him to "join the B. of R. C. and be — blanked" and that he carried out his threat does not seem to us to admit of question. We repeat what was said in the letter quoted from by him, there are some things about J. D. that we admire; the unblushing audacity of a man sometimes compels admiration, while we certainly admire persistency and determination no matter how much we detest the cause in which it is used. We admire J. D.'s determined and persistent efforts to make himself notorious and to convince people that he is enduring a living martyrdom at the hands of the Order of Railway Conductors although we deprecate the supreme folly of a man who bases his claims for sympathy on as frail a foundation as does Mr. Johnson.

THE SOUTHERN PACIFIC CONTENTION.

Sometimes during the month of September, a committee representing the conductors and brakemen who were members of the Order, the Brotherhood and Trainmen, employed on the Southern Pacific at Houston, preferred a request for a small advance in pay. The following is the reply of Superintendent Mulvey:

OFFICE OF THE SUPERINTENDENT, Houston, Texas, Sept. 30, 1891.—J. E. Archer, R. M. Hoover, E. E. Shackford, J. S. Hoover., Grievance Committee Representing O. R. C. B. of R. C. and B. of R. T.: Gentlemen—Replying to your petition asking for an increase of salaries, etc., on the various divisions of the company, I beg to state to you that at present this railway system is paying its employees better salaries and furnishing better facilities than any other road in the state, and it is certainly unreasonable that you should ask for or expect more pay than you are earning at the present time. In the first place, Mr. Archer and Mr. Shackford are both passenger conductors, receiving each a salary of \$120 per month, which I have carefully figured, and find the number of hours you work each month to be 181 and ten minutes or equal to eighteen days of ten hours per day, which I consider a very fair compensation for the service; yet you ask for \$125, and further not to be asked to make any additional trips, which occasionally we have to do when excursion and other special trains are run. You also demand that freight conductors be allowed to make \$114 per month and brakemen \$76, and for us to discharge several crews to enable this certain number to draw the amount you desire. I am surprised to think you would be so ungrateful to your fellow men as to compel them to suffer for the benefit of a few others. This company has no objections, when traffic is good, to allow conductors to make sufficient mileage to enable them to earn from \$90 to \$115, and brakemen from \$65 to \$78 per month; but when business falls off I consider it very unjust that you should expect me to throw one-third of our conductors and brakemen out of employment for the purpose of allowing two-thirds to continue to draw the large salary they did when business was flourishing.

This company, as you are aware, has always guaranteed their conductors \$90 and brakemen \$60 per month in all seasons of the year regardless of how light their traffic is, which I think is all that any reasonable man could expect. You impressed upon me that the Gulf, Colorado, and Santa Fe and Missouri, Kansas and Texas Railways are paying their passenger conductors \$125 per month, I quite agree with you, but when you inquire further into the matter you will learn that these men who are getting the \$125 are bonded by the American Surety Company, and paying them 10 per cent of their salaries for premiums on their bond; this company does not ask you to furnish any bond. In your petition you ask for a number of other luxuries too numerous to mention, such as furnishing four men in Houston to bring your engines to and from the roundhouse and couple them unto your trains when arriving and departing. This would add an expense of about \$240 per month to the Houston yard. You are certainly aware that brakemen

who are doing this duty at present are going and coming almost daily from Lafayette to Houston in ten hours and less, and are paid \$4.36 per trip for such, and I am obliged to say that there is no road in the United States where trainmen make more money, or as easy as they do on the Louisiana division, and to comply with all the demands contained in your petition it would mean an increase of at least \$1800 per month on the Louisiana division, and I am unable to see how you can expect this company to entertain any portion of your demands.

Yours truly,

W. B. MULVEY, Supt.

The fact that this reply was printed in a Houston paper and thus given to the public before it reached the men for whom the committee acted, is something which THE CONDUCTOR must condemn, just as it condemned the action of President King of the Erie for giving a similar document to the public before the committee to whom it was addressed had seen or knew anything about it, though in this case, it is but just to Mr. Mulvey to say that he claims that it was not given to the press by him, but that the guilty person was a clerk in the office of the general superintendent. The statement that the Southern Pacific is paying its employes better wages than any other road in the state of Texas, is an error for it is not; as to the equipment and facilities, we are not definitely informed, but are unwilling to believe that they are better than some, at least of the other roads; that the equipment and facilities are good is not questioned. In "carefully figuring" the time made by the passenger conductors, Mr. Mulvey considers only the time of the train given on the time card; he does not consider that the rules require the conductor to report thirty minutes before the time for the train to leave and that in actual practice, the conductor finds that he must in many cases be on hand considerably more than the thirty minutes; neither does he take into consideration, the further fact that a passenger conductor must, or should at least, see his passengers safely unloaded and that his train is in proper condition to be delivered to his successor and that he must report to the office and register, which takes on an average from twenty to thirty minutes additional; neither is there a hint of the fact that the passenger conductor has reports to make and in many instances, reports that should be made by clerks in the general passenger agent's office; the reports that are now required from passenger conductors, approximate a complete auditing of the earnings of his train; he must enter each separate ticket with its value, each mileage ticket with the distance traveled, keep a record and make a full report of free passengers carried as well as the numbers and condition of all the cars in his train and the engines which haul it; making these reports, will occupy from one to two hours of his time for each round trip and it is safe to say that to the time given by Mr. Mulvey, there should be added at least five days of ten hours each; we do not understand that the committee asked that they should not be required to run any extra trips and if they did, we are not surprised that this request was denied; what was asked was that when required to do extra work in the way of running extra trips, they should be paid for doing it and certainly no one but the employers would think of questioning the justice of this request when it is known that although it is

stated that they are receiving a salary of \$120 per month, they are *not* employed by the month but if through any reason, they do not make the regular trips, they do not receive a full month's pay; in other words they are paid by the trip or day and not by the month.

In regard to the "surprise" of the superintendent on account of the ingratitude of the request that during seasons of dull business, the force of employes shall be reduced so that those in service shall be able to make the standard rate of pay for roads in that vicinity, we are inclined to think that the surprise is more imaginary than real for railway officers as well as employes know that this is the universal custom and that those employes who are likely to be first taken out of service on this account, favor just what is asked, and furthermore it has been the experience of most railway officers that they have been obliged to do this in order to keep a competent and reliable force of employes; the system of keeping a lot of men on starvation wages has been found to have a very demoralizing effect on the average standing and efficiency of trainmen, it being just what suits the "beat" and "stake" railroader who usually does not care to work more than half or one third of the time and at the end of a month or so, quietly flits to pastures new leaving his creditors to mourn; we cannot believe that so well informed a man as we know Mr. Mulvey to be, is ignorant of these things or that he should be surprised that Southern Pacific employes should wish to provide against the "starvation system" there. We must express surprise that he should state that conductors employed on other roads in Texas, citing the "Santa Fé" and "Katy," are obliged to pay *ten per cent of their salaries* for premiums on their bonds. The passenger conductors on the above roads receive \$500 per annum; ten per cent of this is \$150 and they are required to give a bond of \$500. A premium of *thirty per cent* of the bond, seems a little like extortion but inasmuch as the premium charged by the surety companies for conductors is but one half to three-fourths of one per cent., the highest amount paid for any conductors bond being \$3.75 per year, which instead of being ten per cent of the salary, is but one-quarter of one per cent., we believe our "surprise" is more legitimate than that expressed by Mr. Mulvey; again, while we are not certain, we believe that in both of the cases cited, the companies have paid the premiums for the bonds; when the bonds were first required of the conductors on the main line of the Santa Fé, the premiums were paid by the company.

As to the balance of the reply, we are not well enough informed as to the conditions to express an opinion, but if the brakemen are compelled to go to the round house after their engines, the Southern Pacific is short one "facility" that is enjoyed by a majority of other roads, and if the employes at Houston asked for other "luxuries too numerous to mention," it is no wonder that the company could not entertain the request, but there may be a material difference of opinion as to what are "facilities" and what "luxuries."

"Bill" Mulvey is an old conductor and a warm personal friend of the writer, and it is one of the unpleasant features of the editorial position, that we are compelled by a sense of justice to members to criticise his reply to the committee. We

firmly believe this, however, if the matter was within his jurisdiction, the most of the requests would be willingly and gladly granted, and we believe that his position makes him but the means of communicating the decision of those that are over him.

9 have any right to pass Cuero without orders. Observe closely the wording. Yours,
J. R. BARTON, Dsp'r.

Order No. 25.

C. and E. Mo. 9 and Eng. 65, Kenedy
C. and E. Eng. 64, Runge.

Eng. 65 will run extra from Kenedy to Yoakum ahead of No. 9 and will meet extra 64 west at Runge and will get further orders at Cuero.

TRAIN ORDER PROBLEMS.

We have received the following queries in regard to train orders with a request that we express our opinion, which we are always ready to do and hope that our correspondents will be free to criticise or correct.

ASHLAND, KY., Nov. 3 1891.

No. 2 receives the following order:

Conductor and Engineer, No. 2:

Engine No. 3 can use fifty minutes on time of No. 2 between A and B.

After No. 2 passes engine No. 3, can or can not No. 2 make up time or run as though she had received no orders? Engine 3 is a construction train and running wild. P. C. M.

In our opinion the wording of the order is faulty in that it does not specifically designate what is intended; it is probably fair to suppose that the conductor and engineer of No. 2, knew that engine 3 was a work train, but a train dispatcher who leaves anything in his orders to supposition, is out of his element and belongs on a farm; it is reasonable to suppose that engine 3 had orders to work between A and B during the day and that this order was intended to give them fifty minutes of the time of No. 2 between A and B and supposing that No. 2 was running from B to A and was passed at B by engine 3, the latter would have the right to return to B to meet No. 2 at any time within the fifty minutes. With the information that engine 3 was a construction train our reply is that No. 2 had no right to make up any of the fifty minutes between A and B though it may have met or passed engine 3 several times; without this special information, the supposition would be that engine 3 was an extra train and after having met it, No. 2 would be at liberty to make up time. The order should never have been given. We have no copy of the standard rules at hand, but our recollection is that a form of order is prescribed for cases of this kind, something as follows, "train 2 will run fifty minutes late between A and B" and on receipt of such an order, engine 3 could work in the specified limits during the fifty minutes less the time required by the rules for clearance. Had the order given read "engine No. 3 with work train," etc., it would have made the matter plain enough.

YOAKUM, TEXAS, Oct. 8, 1891.

Editor Railway Conductor:

Dear Sir—Attached is copy of an order issued here which has caused quite a difference of opinion in the ranks of our Brothers of the O. R. C. No. 9 claimed they could not pass Cuero without orders, and they did not either. I am sorry to add, too, that the conductor and engineer were considered authority on technical points, who in my judgment made the error. However, they found quite a number of conductors and engineers who agreed with them and I would like your opinion to convince them of an error of their views. The only ques-

In our opinion the conductor and engineer of No. 9 were entirely wrong in refusing to leave Cuero without "further orders." It seems to us that this order is plain, distinct and definite and it only concerns No. 9 so far as to inform them that engine 65 will run from Kenedy ahead of them; that is the only interest that No. 9 has in the order in any way; the order is for engine 65 to run from Kenedy to Yoakum, gives it authority to run ahead of and if necessary, on the time of No. 9; makes a meeting point for it with extra 64 and orders engine 65, not train No. 9, not to pass Cuero without getting orders. We do not like to disagree with an old conductor and engineer, especially those who are regarded as authority, but we can't find the slightest thing in the order that can be construed to hold No. 9 at Cuero or any where else for orders or for anything else.

"GRAND CHIEF CONDUCTOR" MARTIN.

When the pathetic appeal of "Majah" Leflet first saw the light of day, or at least when it was first received in this office, the first thought of all here was, that if J. W. Martin had not been the instigator of it, he was at least privy to it and pledged to give it aid and comfort and accept the leadership if the movement could be made to amount to anything and any kind of a following could be secured. The officers of the Order, most of them at least, know Mr. Martin and were satisfied that if he could be persuaded that any organization to amount to anything could be continued that he would promptly avail himself of the opportunity to become Grand Chief Conductor and the question as to whether or not it would be well to correspond with other officers of the Brotherhood in regard to him and his probable action was discussed. It was decided not to do so or to do anything that could be construed into an expression of a suspicion as to his course until he did or said something himself; a few days later came the announcement that Messrs. Carr and Howard had left Toledo, that the books had been turned over to G. W. Lovejoy and that Martin had been left to close up the Toledo office and turn over the effects to the Order; this was at least indirect evidence that Martin's associates believed that he would act honorably in the matter, as it was not likely that they would leave him in charge if they had any suspicion of treachery on his part. When the circular containing the "die in the last ditch" decision of Mr. Johnsing of Easting came to hand, "what does Martin say?" was added as a post-script to a communication, and the reply sent us, is a letter, over Martin's own signature, confirming the first suspicions. Martin has not only acted exactly as those here supposed he would act, but he has been a traitor to his own associates and has repaid the confidence reposed in him by them, by taking advantage of the opportunity to try and seduce members to his standard and to become the

Grand Chief Conductor of those of the B. of R. C. who wish to "die in the last ditch." He has issued a type-written letter to some of the divisions of the B. of R. C. which shows conclusively the collusion between himself and Leflet from the start. This circular letter says, "I have been shown some letters coming from our, (this undoubtedly means "your" instead of our,) division in answer to correspondence from Major Leflet going to show a dissatisfaction on the part of some of our members with what was done at Cedar Rapids, Ia., Oct. 8, by the commission from the B. R. C. and the O. R. C. These letters go to show that a movement will be made to maintain the B. of R. C. and I have been importuned to lead the movement. That there may be no mistake in this matter, I will ask you to call a meeting of your division, that a vote be taken and that those who are opposed to going into the consolidated Order, but who wish to stay by the B. R. C. and are willing to pay their dues promptly to maintain the same, will sign their names to the enclosed roll. Upon the result of this vote future action will depend." With the characteristic caution of a coward, Martin works secretly and proposes that enough men pledge themselves to "pay" before he will announce his position, the secrecy with which he has tried to act, going to show that if the "Majah's" fly is not taken by enough to make it "pay," he will then profess the utmost loyalty to the action of the commission and making the best of it try to get into the Order on the strength of the consolidation. Happily his schemes are exposed and the gentleman will now have an opportunity to view the progress of the Order from the outside and members of the Brotherhood will be able to see his character in its true light. What a fine prospect for conductors to be sure; an opportunity to become members of an organization of which Leflet and Martin are the shining lights. It is just possible too, that like friend Johnson, Martin had some doubts as to whether he would be permitted to return to the Order, at least until he accounted for the funds of 217 that he carried away with him when he left Temple. He need not have been worried on this account, however, as a prominent member of the division which expelled him, said that while it would be extremely bitter for that or any other division in Texas to swallow Martin, he was satisfied they would do it without a murmur, for the general good that would result from the consolidation. It is extremely doubtful now though, if any division will admit him. Martin, like his friends Leflet and Johnson, has to use an expressive if somewhat slangy expression, "his gall right with him" and with adamant cheek sends to this office a bill for his time in closing up the B. of R. C. office, thus asking the Order to pay him for trying to organize a bolt and endeavoring to induce members to repudiate the agreement made. Had he known that a copy of his circular letter and blank roll were in this office, it is hardly likely he would have sent his "bill" here. His only chance to make anything out of the Order will be to do as he did by Division 217 at Temple, appropriate whatever he can get his hands on.

We believe that every member of both orders of conductors has seen the results of dissension to

a sufficient degree, and that those who join this movement to overthrow the good work of years do so from mistaken ideas, suggested and fostered by men like Mr. Leflet, who have no interest in unity and only subsist by virtue of notoriety they receive through such actions as these. They do not deserve censure; they should receive the deepest compassion from all that it were possible to give them—they are not mentally responsible for their actions, being so blinded by personal hatred that they know not what they do or where they go. It only behooves others to use the utmost care lest, through following the leadership of persons so blind as are these, they themselves are led into a pitfall from which they cannot escape. * * * * *

We are not defending William P. Daniels of the O. R. C. The point we wish to make is that if any member of the B. R. C. is convinced that Mr. Daniels is unfit for the position he occupies, the simplest way to get at him is to enter the consolidation and go after him in the right manner. —*National Federationist.*

A PERFECT HOOK COUPLER.

About one year ago, THE CONDUCTOR made mention of a hook coupler, the invention of Mr. Dyer Williams of this city, an old N. Y. C. engineer and a practical machinist. The opinion we expressed was formed from seeing a rough model and before any of the couplers had been made or tested. Mr. Williams went to Chicago to arrange for having some of them made and while looking around, discovered that one defect of all the hook couplers in use, was that when struck by an old fashioned coupler with a link in it, the link was liable to enter the throat of the hook coupler and split or damage it in some way, sometimes bending or jamming the locking pin or block so that it could not be moved and he saw at a glance that his new coupler had the same objection. Countermanding the order already given for couplers, he went at it again and in a short time had a new model in which this fault was entirely removed; the new coupler was placed in use about ten months ago on the B. C. R. & N. and that road now has something over two thousand in use and in the entire time, there has been but one Williams coupler broken or disabled in any way and that one had the lugs of the knuckle broken off by an old style coupler. This is a record that cannot be equalled by any other coupler in existence and it certainly seems to us that Mr. Williams has the hook coupler of all others that must take the lead if hooks are used. The throat of the coupler is made so small that it is impossible for a link to enter it and solid enough so that any blow short of one that would drive the coupler entirely out, cannot damage it. The locking device is a gravity pin about the size of the ordinary flat coupling pin; it is of malleable cast iron and cast crooked so that on the rear edge where it passes through the coupler at both top and bottom, the face is an angle of about forty-five degrees; the back part of the holes through the coupler are made with the same angle so that the pin drops to its place by gravity but when the arm of the knuckle is pressed against it, it easily slides back and up, permitting the arm of the knuckle to pass, when it drops to place again and

locks the knuckle securely; a feature is that if this locking pin should be broken and none at hand to replace it, an ordinary flat pin can be used, though of course it would not couple automatically with the common pin; another feature is that if the pin which holds the knuckle in the coupler, should be broken, it will not uncouple but the locking pin and the formation of the coupler holds the knuckle securely in place. The preference of the writer, is for an automatic link and pin coupler and we think there are those in existence which are better than a "hook" but the hooks certainly have the start and of them all, and we believe the Williams is the best without question.

A LETTER AND A CIRCULAR.

Within a couple of days of its date, we were in receipt of the following letter which was sent out by Wm. R. Leflet, the man who for years has endeavored to pose as the champion of the railway employé; the man who has falsely accused the officers of the Order of perpetuating strife among conductors and other railway employés and who has volubly told how anxious *he* was to see unity and how much *he* would do to bring it about. We do not think it necessary to comment upon this letter which with some additions, was practically repeated in the last issue of the *Railway Service Gazette* before its suspension. THE CONDUCTOR has heretofore made definite charges and has produced evidence as to the character of Mr. Leflet and there is yet much more in the way of evidence in our possession that might be used were it necessary. We do not, however, believe that the man or his few followers can influence a single member of the B. of R. C. who honestly wishes for the best for himself and his fellow employés. We believe that the letter itself, stamps the man as a blackmailer who cries when his opportunity of bleeding members of the B. of R. C. is cut off by the consolidation and we believe that the very fact that his paper was selected by the B. of R. C. as their official paper has not only injured the organization, but has actually delayed that unity which is now accomplished, and but for the blackmail levied on the members of that organization, the *Gazette* would have ceased to exist some time ago. The copies of the letter which came to us, were sent by indignant members of the B. of R. C. to whom they were sent and who without exception, used emphatic language in condemnation of both the letter and its author.

OFFICE OF

The Railway Service Gazette,
Published Weekly,
Terms, one year \$2; Six months, \$1.
139 Huron Street,

WILLIAM R. LEFLET, Editor.

TOLEDO, O., Oct. 13th, 1891.

I wish on receipt of this, you would write me

fully, your opinion on the present situation. Whatever you may say to me in confidence will be sacredly observed.

I am told that many of the divisions will refuse to accept the shameful proposition that comes from Cedar Rapids. No human being should be compelled to drink a cup of such degradation and shame.

If a single division will stand true, it is my honest belief that the Brotherhood will rally around it almost solidly, and that it will be far stronger in the future than it was in the past. Don't fail to let me hear from you.

Truly your friend,

W. R. LEFLET.

As a fitting accompaniment to the letter we give the Johnson circular and in regard to it, have only to say that we hope those members of the B. of R. C. who adopted this circular may see how they have been deceived and free themselves from all connection with and participation in this "repudiation" before it is *too late*. The first copy of this circular that was received at this office, came from a well known member of the B. of R. C. who has been secretary of one of the largest divisions since its organization and the feeble effort to "tail up" Mr. Leflet was unsparingly condemned by him as it has been by many others of the B. of R. C. including Bro. Howard.

EASTON, Pa., Oct. 18, 1891.

To the Chief Conductor, Assistant Chief Conductor and members of Easton Division No. 87, International Brotherhood of Railway Conductors:

Dear Sirs and Brothers:

WHEREAS, At the last grand convention of the International Brotherhood of Railway Conductors, to which I was your representative, the question of consolidation on with the Order of Railway Conductors came up, and I voted for said consolidation on such terms that could be made by which we would not sacrifice our Brotherhood, its manhood or principles. A commission of five was elected to meet a commission from the Order of Railway Conductors to form a board of consolidation.

AND WHEREAS, On the 7th day of October this board met, and on the 8th of said month a consolidation was effected, by which the International Brotherhood was unconditionally surrendered to the Order of Railway Conductors, thereby leaving our Brotherhood without one representative, sacrificing the title, manhood and its original principles, contrary to the wishes expressed by a unanimous delegation at said convention.

I would respectfully submit for your consideration and approval, the following:

Be it Resolved, That this division hereby appeals to all divisions in this Brotherhood to use all honorable means to retain the principles and title of this Brotherhood from such an ignominious fate, which now stares us in the face.

Resolved, That each division of the Brotherhood at once instruct J. W. Martin, Assistant Grand Chief Conductor, and H. R. Canfield, G. and Secretary and Treasurer elect, to proceed at once to Toledo, Ohio, and restrain or cause to restrain Grand Chief Conductor G. W. How-

ard and this board or commission from transferring into the hands of the Order of Railway Conductors any and all books, papers, monies, etc., etc., belonging to the Brotherhood, take charge of all books, papers, monies, etc., and proceed as if this commission had not been created.

Resolved, That the A. G. C. C., J. W. Martin, and G. S. and T. H., R. Canfield, elect, shall at once call to their assistance any or all help, as may be required to carry out this design.

Resolved, That we would rather die in the last ditch, fighting like men for our Brotherhood and its principles, than to suffer such an ignominious surrender by this board or commission, which we can call nothing short of treason to our cause and Brotherhood.

I am Brothers, Respectfully Yours in P. S. and I.,

J. D. JOHNSON,

S. and T. Div. 87 and Delegate.

On motion, duly moved and seconded, the above resolution were unanimously adopted and ordered to be printed and sent to the different divisions without delay. Twenty-seven yeas. All members present voting yeas.

By order of Division,

W. F. AMEY, C. C.

J. D. JOHNSON, S. & T.

OBITUARY RESOLUTIONS.

Commencing with the number of THE CONDUCTOR for January next, NO OBITUARY RESOLUTIONS WILL BE PUBLISHED. When the publication of the MONTHLY was placed in my charge some years ago, this was one of the changes made which met with almost universal approval. The adoption of such resolutions by any organization or any division of the Order is right and proper, but it is an outrage upon the readers of any publication to expect them to read them. The large majority of resolutions are practically the same except the name, date and location; in fact, in the files of THE CONDUCTOR, dozens of resolutions are so nearly alike that they might have been printed from an electrotyped plate and by providing half a dozen electrotypes, mortised for names and dates, THE CONDUCTOR could print practically all the resolutions that come to it, without setting the type. These resolutions are not read by any one except the very few directly interested, and it is quite probable that not one out of one hundred who are directly interested ever read them; the average reader skips the obituary entirely while the great majority will not even take the trouble to look through the resolutions merely to find the name of the person for whom they have been adopted, and as a matter of information to members generally in regard to the death of another person, the resolutions might as well be consigned to the sepulchre with the body as to print them in any publication. It has frequently occurred that the writer has been asked in regard to some member who has passed away and on replying that resolutions on his death were printed in THE CONDUCTOR, perhaps a year ago, the reply is invariably, "I never read the resolutions." On the contrary, if a brief and concise notice of the death, giving date, cause and particulars, together, when possible with a brief sketch of the life is given, it is read by all

and the obituary portion of the publication becomes one of prime importance to which many readers turn at once, while the statement that resolutions of sympathy were adopted, is sufficient evidence that the division with which the deceased was connected, either directly or indirectly, has not been negligent or wanting in respect.

I have not thought it best to make this change during the present volume, but the above rule will be invariably adhered to on and after January first next and I sincerely trust that all divisions will join me in this certainly needed reform. Send notice of death of any one connected with the Order, either by membership or relationship to members, being particular to give date, cause and all particulars obtainable; if time or circumstances prevent placing it in proper form to be printed, send the data and it will be done by the editor; when possible, send brief sketches of the life and anything connected therewith that is likely to interest members or friends.

We are requested to note the formation of the Southern Telegraphers Association, which is the successor of Tropical Division No. 144 of the Order of Railway Telegraphers, and was formed at Jacksonville, Fla., Aug. 15. As a rule, the action of this division in its withdrawal from the parent organization seems to have been straightforward and manly, though we are at a loss to understand where they found authority for instructing the treasurer to "hold the balance of the funds and all property of the division, subject to the order of its successor." The funds and property belonged to Division No. 144 of the O. of R. T. and not to the individual members, and when these members withdrew from that organization whether by surrendering their charter or by individual withdrawal, they had no right to retain the funds and the property. The property should have been forwarded to the proper officer of the Order of Railway Telegraphers, and any other disposition of it is dishonorable and dishonest. There was probably no intention on the part of the gentlemen who formed the S. T. A. to act dishonorably in regard to this property as there is a generally mistaken impression on the part of members of all organizations in respect to property of a deceased subordinate organization, but they should certainly correct their error as soon as possible. With the benefit of past experience, we believe we are qualified to express an opinion: we believe the Order of Railway Conductors gave the non-strike plan a most thorough trial and found it a failure. We predict that these gentlemen will also find it a failure, but if they prefer, like many other mortals, to experiment for themselves rather than profit by the experience of others, we wish them God speed.

An exchange says "the Michigan Central now has its trains all equipped with the most modern improvements, and notifies its connections that it will decline to haul on its passenger trains any cars which are not equipped with the Miller coupler, Westinghouse air brake and signal and Sewall heating apparatus." The peculiarity of the above item is that the Miller coupler is included in the "most modern improvements."

We regret to learn of the recent illness of the Chief Conductor of Division No. 250.

Can any reader inform S. M. Garrett, 120 Galveston street, Fort Worth, Texas of the present location of Alvin Begles?

The sickness and death of one who was almost a son, will, we hope, partially excuse the delay and defects of this number.

Our lady readers should peruse the special offer made to them in the advertising columns of this number by S. H. Moore & Co.

A note from Sioux City says, the organizer of the Employés Club was there recently, but that he did not meet with much success.

Geo. W. Howard, late Grand Chief Conductor of the B. of R. C., is spending a couple of months at Chanute, Kansas, with his father and other relatives.

A number of new advertisements are presented for your consideration this month; look through them and see if you do not find something to interest you.

As predicted by THE CONDUCTOR, the trainmen's convention indorsed the actions of their grand officers and by a much larger vote than we anticipated.

Samuel Gompers, president of the A. F. of L., announces the forthcoming annual convention of that organization which will be held at Erswell's hall, Birmingham, Ala., December 14th.

J. B. Green wishes to hear from or of his brother, Geo. B. Green, who was in Kansas City about three months ago. Brother Green's address is care of Iron Mountain Railway, Little Rock.

Cleveland Division No. 14 gives a grand ball on the evening of the 26th, and the boys, as usual, have remembered ye editor with a complimentary. Need we say we envy those who will be able to be present?

Brother T. E. Byrnes is now located in Chicago and will talk insurance for the Standard Accident Company. If you don't want to insure, keep out of his sight; if he catches you—well, you're gone.

D. Lothrop & Co., the well known publishers, have something to say to our readers in this issue. No better holiday presents for the young people can be found than the books and publications offered by this firm.

Divisions 128 and 132 remembered the scribe and sent us cordial invitations to their annual balls which occurred, the first, October 28th and the latter, November 11th. Sorry we couldn't be with you boys. (And girls).

"The cold chilly winds of December" are fast approaching and it is time to be looking for winter underwear. Our readers of both sexes are requested to investigate the merits of that advertised in THE CONDUCTOR before purchasing.

Judging from the bill of fare that has reached us, the lines of organizers sometimes fall in pleasant places and the inauguration banquet and hop of Snowy Range Division No. 295 at Livingston, Montana, must have been one of the pleasant places.

In purchasing any jewelry with the emblem of the Order, members should be particular to see that it is stamped "PAT'D" on the back; anything not so stamped, is an infringement of the patent, and both seller and purchaser will be prosecuted.

A. R. Cavern, a member of the B. of L. E. who was prominent during the "Q" strike and who has recently invented a smoke burning attachment for locomotives, died last month, in Chicago where he had been in business for the past two years.

J. W. Philby & Co., the senior member of which firm is a reliable member of the Order and a conductor on the Pacific Short line, announce that they will sell coal cheap enough so that no one in the neighborhood of South Sioux City will need to suffer from cold.

The Switchmen's convention indorsed its grand officers in the Northwestern affair and all whose terms expired were re-elected. The outlook for harmony in the future, is not bright so long as this organization persists in trying to pose as a blameless martyr.

Space prevents extended comment, but we are extremely pleased to know, that, as a rule, members of the Order let the Employés Club severely

alone in this state, and, that in the few instances where some of them have attended meetings, they did not, as a rule, become members.

Inquiry is made for Wirt H. Hunter who left a position on the L. N. O. & T. railway at Memphis to go to Texas or Mexico, since which his friends have heard nothing from him. Information sent to J. W. Sowers, Box 44, Crewe, Va., will be gratefully received by his mother and brothers.

On the evening of Wednesday, eleventh, at St. Mary's Church in New Haven, Conn., were spoken the words which united for life Charles C. Ross and Miss Rose A. Kiernan. THE CONDUCTOR extends its sincere congratulations and wishes for the happy couple, a pleasant trip down the path of life.

J. S. Townsend is one of the leading jewelers, not only of Chicago, but of the west, and it will pay any one of our readers who has occasion to purchase anything in his line to correspond with him before investing. See his advertisement in another portion of THE CONDUCTOR and send for his catalogue.

We have received a copy of the Pocket Chart of Co-operative Insurance Associations for 1891; this number is the seventh annual issue of the Pocket Chart and contains several new features. It is published by the F. H. Leavenworth Publishing Co., Detroit, Mich., and is a valuable and complete book of reference.

Among the organizations since our last issue are those of South Butte and Livingston, Montana, La Junta, Colo., Paducah, Ky., Canton, Miss., Lima, Ohio, Seymour, Ind., Dodge City, Kan., Lafayette, Ind., while several other places are waiting their turn. The last three mentioned were divisions of the Brotherhood which are now of the Order.

Ed. Morrell, one of the oldest Pan Handle conductors, one of the stand-bys of the Old Reliable conductors' association, and a member of Hollingsworth Division No. 100 of the Order, has been appointed assistant trainmaster, and THE CONDUCTOR knows a great many besides itself who will be glad to hear it.

Readers of THE CONDUCTOR should not lay the book aside until they have carefully read the advertisements and when in need of anything advertised, should give our patrons a trial at least. When you write to an advertiser, always say that you saw the advertisement in THE CONDUCTOR so that those who patronize us will give THE CONDUCTOR due credit.

Still railway companies continue to deprive divisions of the Order of valuable officers. Brother W. S. Becker, late chief of No. 191 was summarily removed from his train and Glendive by the Northern Pacific and can now be found at Jamestown where he is satisfactorily filling the position of assistant superintendent. The promotion is a loss to 191 though.

Members of the Benefit Department, isn't it worth twenty-five cents to have your assessment receipts all nicely preserved for reference? There is no way that you can preserve them for ready reference so conveniently or so securely as with a pocket file. Send twenty-five cents with your next remittance for one and give it a trial. One file will hold receipts for two years.

Brother M. Carigg, recently on the I. C. is now yard master for the S. C. & N. at Sioux City. Brother J. C. Twombly, an old time member of the Order and for a long time employed on the C. & N. W. and C., M. & St. P. has been appointed general superintendent of the Sioux City Elevated; it may be a little new for Bro. Twombly to go "up stairs" to railroad, but he will run the road all right even if it is up stairs.

THE CONDUCTOR is in receipt, from the Michigan Stove Co., of a souvenir match box made of the newly discovered metal, Aluminum. The Michigan Stove Co. are, we believe, the first to use this metal, which is very light, strong and rust proof, in the manufacture of stoves, and by mixing it with the iron from which the castings are made, it prevents cracking, makes smoother castings and is a material benefit.

In procuring personal cards, members of the Order should note that The Hart & Duff Hat Co. and S. D. Childs & Co., both of whom advertise in THE CONDUCTOR, are the only firms authorized to use the patented emblem of the Order on cards, and that the person who uses as well as the person who prints cards with this emblem, that have not been procured from one of the above firms without first obtaining permission from this office, is subject to prosecution for infringement.

The National Federationist protests because we class it with those who are endeavoring to build up a political organization among railway employes for the purpose of aiding the railway companies in their fight to maintain their old time freedom from control and their right to rob A by unjustly high rates in order to favor B by unjustly low rates, and disclaims any such effort on its part; it says that all that it objects to is the confiscation and government ownership of railways. Well, we are with you on that platform, Brother Martin.

Joseph Packard began proceedings yesterday to secure a divorce from Margaret J. Packard, to whom he has been married for thirty-six years. The complaint sets out that the couple were married in King County, Ill., in 1855, and have four children, all grown. During the past year, it is alleged, the defendant has treated her husband cruelly, and has heaped such personal indignities upon him as to make life burdensome. She exhibits a violent temper, and upon one occasion assaulted him with a knife.—Seattle Post.

Joseph Packard will be remembered by many as a prominent member of the Order and at one time Grand Secretary. He was expelled about fourteen years ago.

Brother F. A. Hoyt, who was seriously injured on the M. K. & T. recently, has so far recovered

as to be able to return home and he requests us to find language to express for him, his appreciation of the treatment he received from the members of Parsons Division No. 161, who provided a nurse and all possible comforts and delicacies besides keeping him company almost constantly during the weary hours he was confined to his room. Words won't express it Brother Hoyt, but the boys will understand it and know that you remember them with gratitude.

The supervisor in chief and supreme ruler of the household of ye editor is a small person of the female persuasion and of the mature age of 5 years. A recent breakfast table discussion as to the merits and demerits of George Van Houten, late republican candidate for lieutenant governor of Iowa, was interrupted by this "autocrat of the breakfast table" with the remark, "I know him; he makes our cocoa," and that settled the discussion.

Some one personating Bro. Chas. Blankenship of Division 110, procured from the secretary, Bro. Alexander, a duplicate receipt for dues, which was said to have been lost. Any one to whom this receipt may be presented, is requested to have the holder arrested and wire the secretary of 110; the receipt is written on a sheet of note paper with the name and address of the secretary in the upper left hand corner and the name of the chief conductor on the opposite corner; the title of the Order and Logansport, Ind., printed thereon and the word duplicate is written in red ink and covered by an impression of the division seal.

We quote in this number an article from the *Firemen's Magazine*, written by the Hon. John Davis, which contains matter that we believe is worthy of consideration by those who wish to inaugurate a crusade against the farmers. Brother Debs, in commenting thereon, says that Mr. Davis presents arguments which ought to convince every railway employé in the country that the policy of railway companies to create and maintain dissension between railway employés and farmers is destructive to the welfare of both, but very profitable to the companies.

A recent case of "hold up" occurred on the Missouri Pacific almost inside the city limits of Omaha. Brother Wm. Welch, chief conductor of the Kaw Valley Division, was conductor of the train, and says that if the "hustlers" will come in the daylight next time, the matter may not be all one-sided. The mail and express cars were robbed, but the passengers were not disturbed, further than about a hundred miscellaneous shots fired, many of which went through the coaches, was likely to disturb.

A short time ago, the treasurer of Philadelphia Division No. 72, B. of R. C., J. P. Brown, ran away with the funds of the division, some \$750; with commendable promptitude, the boys at once instituted a search, found the defaulter and brought him back to Philadelphia where he disgorged his stolen wealth to escape a term in the penitentiary. If other divisions would follow the example of this one and of the division of the Order at Fitchburg, it would have a discouraging

effect upon those who are inclined to yield to temptation. We congratulate the boys at Philadelphia on their action.

A statement was made in one of the Galesburg papers that Bro. Rogers of the *Trainmen's Journal* had announced that he would "start a labor organization" and asked friends who desired to help him to meet him. That he should contemplate any such action was astounding news to us, and it was with no little relief that we learned that it was a labor paper and not "organization" which Bro. Rogers was contemplating.

As editor of the *Trainmen's Journal* he has demonstrated his ability in that line and we predict for his paper, success.

A good old Bay State democrat, who does not sign his name, but whom we guess to be one of a Baker's dozen in Division No. 122, sends us papers rejoicing over the election of a democratic governor in Massachusetts, and says, "If you have anything of this kind in Iowa, please reciprocate." If we have anything in Iowa; bless your soul, fellow mossback, we elected the whole democratic state ticket in Iowa and a majority of the upper house of the legislature. What business have you to compare Massachusetts with Iowa? By the way, C. D., do the other fellows down there say anything to you about Ohio? Out here we have decided that Ohio is not in the Union. It don't count, anyway.

The new catalogue of Joseph P. Wathier & Co., whose advertisement will be found in THE CONDUCTOR, is now ready and will be mailed to any address on receipt of ten cents for postage. In presenting this seventeenth annual catalogue, Messrs. Wathier & Co. are convinced that they are giving to their customers one of the best and most comprehensive catalogues that has ever been issued. The latest novelties are illustrated and a marked reduction in the prices of many articles, particularly American watches will be noted on comparison with the prices in the last previous catalogue. We advise our readers to send for this catalogue as it will be found valuable for comparison of prices in other cities. The firm is a reliable and trustworthy one.

The offices of the Brotherhood of Railway Conductors in Toledo were closed November 1st, and the books turned over to Brother Geo. W. Lovejoy to finish up the settlement. There are eight insurance claims that Brother Lovejoy finds to be due, and he has made an assessment on all who were members of the Brotherhood at the time of the consolidation, to pay these just claims and any other incidental indebtedness of the Brotherhood. Brother Lovejoy has taken a considerable burden upon his shoulders and he does it without any remuneration whatever and only from a desire to close up the affairs of the Brotherhood in an honorable and straightforward way. Each member assessed should promptly forward the amount to Brother Lovejoy, and in our opinion no one is entitled to membership in the Order, or to retain it if he has already become a member, who does not promptly discharge this just and righteous obligation.

We are glad to learn that Miss Lura E. Brown has decided to issue the account of the late conductors excursion through the southwest that has been running in the *Arkansas Press*, in book form and that all will have an opportunity to read this interesting and graphic sketch of one of the pleasantest trips it has ever been our fortune to enjoy. Miss Brown is the daughter of an old Iron Mountain conductor and is an author of no little reputation. A more extended notice of the book and its author will be given later, but we urge members who may be called upon in the matter to give their order for a book, assuring them that it will be well worth the cost to them; those who have read the articles in the *Press*, should have the book also, as it will be corrected, revised and much added for the book.

* *

In the last issue of the *Gazette*, the "Majah" says, "we are glad to escape once more to the broad field of freedom, independence and security, where we must acknowledge no authority but that represented in the cause of right and justice."

This sounds very like the language used by the predecessor of the *Gazette* when the Order declined to continue it as the "official organ" yet notwithstanding the extreme anxiety for "freedom" Mr. Leflet has been perseveringly chasing every organization that he could hear of and by his very persistence, forcing them to encumber him with the slavish chains of "officialism." To the ordinary observer it would appear that he might have "escaped" some time ago if he had chosen. As the language quoted appeared in the last *Gazette* previous to its suspension, it would seem that Mr. Leflet has really escaped.

* *

The probability is that Mr. J. D. Johnson has effectually closed the door that was opened to him and the issuance of his pronunciamento has undoubtedly made it impossible for him to ever again become a member of the Order. Those members of the Easton division of the B. of R. C. who are being hoodwinked into supporting him, should beware lest they also sin away the day of grace. They have already given divisions of the Order a good excuse for declining to receive them. As to J. D., it is the sincere and honest hope of all, both officers and members of both organizations that all of the Johnsons in the B. of R. C. will rally around the standard raised by the "Majah" and propped by J. D. and leave us in peace. It will be a great relief to the Order and we mean the Order as it now is, or rather as it will be when the agreement is fully consummated.

* *

The Order of Railway Conductors and the Brotherhood of Railway Conductors were consolidated in this city last Thursday. The membership of the latter order, which was founded something over two years ago by seceding members of the former, was transferred to the O. of R. C., which will be governed by the same officers and same laws as heretofore. The consolidation removes from the organized conductors of the country all element of discord and dissension and makes their Order one of the strongest, with greatest power for good of its membership, in the country. The O. of R. C. is doing a grand work in elevating and protecting

a class of men, the railway conductors, who are weighted with responsibilities and perform service that are not fully appreciated by the traveling public.—*Cedar Rapids Standard*.

* *

Frank Murray, the handsomest conductor who runs the "dinky" passenger between here and Chicago, is a great lover of horses, and has in his string two colts of the Muscovite strain. True, they are only a few days old, but Frank has great faith in their future. Every morning when Frank is here he gets up bright and early and goes down to the office of the Union and pours into the ear of James Otway a long story of how fast these two colts are developing and how he expects some day to be able to quit railroading and attend strictly to the horse business. The colts are kept at a farm a short distance from the city and every few days Frank can be seen leading the two colts, that are yet hardly able to stand alone, up and down the road trying to develop their knee action. He has already entered them in the stake race at Washington Park, Chicago, for next season. Great is Frank Murray, and great are his colts.—*Galesburg (Ills.) Register*.

* *

One fine morning not long since, a mysterious looking package was delivered to the writer and the carrier remarked that the clerks had been handling it "mighty tenderly" and suggested that it might be well for us to do the same. After considerable conjecture as to what it could contain, came the practical suggestion that it be opened; it was carefully opened and found to contain a number of packages about four inches in length, half an inch in diameter and nearly round; one end tapered to a point and the other looked as if it had been prepared with a special view to ignition, while the whole arrangement, box and all looked as if it might "go off" very readily unless it was closely watched. No time was needed for reflection; the decision instantly arrived at, was that it must be burned, and after careful preparation to prevent the possibility of any casualty, a match was applied, and now, nothing remains but the outer covering of the package, and if Brother Carter or any other Wyomingite thinks we can be intimidated by any such apparatus, he is mistaken. Thanks Bro. C.

* *

The whirligig of time brings curious things to pass; when the pilgrims landed on Plymouth Rock, they probably had little idea that a couple of centuries later, the "Sachem" of an indian tribe would be engaged in supplying the wants of the inner man in a city of almost a million inhabitants, a thousand miles inland from the rock bound coast to which they were welcomed by the ancestors of King Phillip. But such is the case; at 173 South Clark Street, Chicago, as one of the proprietors of a restaurant, will be found a successor (in a very indirect line perhaps,) of the same chieftains who met the pilgrim fathers. Yellow Vest, a big chief among the red men, lately Great Sachem of the Kawonicahoxies, now sells good beefsteak and accompaniments to all who call, at a reasonable price and guarantees satisfaction; he is perhaps better known since he has forsaken the vagabond habits of the noble red man, as Cal Millard, Bro. Alden P. Pierce, a well known "Rock Island Route" conductor is associated with him and it's a good place to go.

Married, at 7 a. m., November 5, 1891, at Pipestone, Minn., A. P. Stedman, of St. James, Minn., and Miss Myrtie Smith, of Sioux Falls.

The above event is something of a family affair with the *Argus-Leader*. The bride has been employed on this paper continuously since May, 1815, and in point of service is the oldest employé in the office. The ceremony took place at the home of the bride's parents, Mr. and Mrs. A. G. Smith, in the presence only of the immediate friends. After a wedding breakfast, Mr. and Mrs. Stedman left for St. James, which will be made their home.—*Sioux Falls Argus-Leader*.

AND THE CONDUCTOR and many of its readers are also interested in this Sioux Falls affair. Brother Stedman is a conductor on the "Alphabetical Line" and a worthy member of Sioux City Division No. 232 of the Order. May the shadows of Mr. and Mrs. Stedman never grow less.

We have concluded that we are opposed to the "consolidation" and for a good reason. On the evening of this Wednesday, November 11th, Omaha Division No. 126 have their third annual ball and banquet. A few days ago Kiser, who thinks he's pretty "swift", said to some of the other members, "say, boys, let's tantalize Daniels a little; we'll send him a complimentary to the dance and he can't come." The suggestion was adopted and the invitation accompanied by a "free pass" was duly received, and on its receipt we concluded that we would fool Kiser and the rest of the boys this time and be on hand, but just about the time the invitation came, the consolidation began to show its effect, and every mail brought "bizness" to the office, notwithstanding the attractions offered by Leflet, Johnson & Co., and it came so fast that all thought of taking a couple of days to go to Omaha and get even with Kiser had to be abandoned, hence we "kick" on the consolidation.

Requiescat in pace. The *Railway Service Gazette* of Toledo, Ohio, quietly breathed its last on the fifteenth of October, that being the date of the last issue of the delectable sheet and until he can persuade some other credulous person to advance a little money or give a little credit, the gallant "Majah" will no more flourish as the editor of "a official organ" of everything or anything that could be persuaded to adopt it. We quote elsewhere, a confidential letter that was sent out by Mr. Leflet immediately upon the receipt of the news of the consolidation of the Order and the B. of R. C. which tells its own story and which confirms the opinion held by many that the interest of the "Majah" in railway employés was just to the extent that he could "work" them for his own pecuniary benefit. We have been urged to give the history of Leflet from his first appearance as an alleged railway editor, and to include in that history, some of the correspondence on file here, but believing as we do, that he will never again be able to deceive any employé, we will not further disturb his ashes. The *Federationist* is mistaken though in asserting that the prime and sole cause of the confidential letter is hatred of the writer, it is undoubtedly true that hatred of the writer had something to do with it, for the writer has exposed the crookedness and deceit of the warrior

on a number of occasions, yet the real reason for the effort to prevent the consummation of the agreement was \$\$. The *Gazette* would have "passed in its checks" some time ago, but for the timely bolstering of the B. of R. C.

Atlantic & Pacific Railroad Company.

(WESTERN DIVISION.)

OFFICE OF GENERAL SUPERINTENDENT.

ALBUQUERQUE, N. M., October 15th, 1891.

CIRCULAR NO. 2.

Mr. R. B. Burns, as resident engineer, with headquarters at Williams, Arizona, will from this date have charge of all matters pertaining to the Road Department, in lieu of Mr. F. E. Nelson, resigned to accept an engagement with another company.

T. R. GABEL,
General Superintendent.

Mr. Nelson is at present visiting in Mexico, it is rumored he leaves the service of the Atlantic & Pacific to accept an important position with the S. A. & A. P. R. R. However that may be "Fred" Nelson has a host of friends on the A. & P. who regret his departure and wish him every possible success in whatever position he may be called to fill.

BUFFALO, N. Y., Oct. 25, 1891.

Editor Railway Conductor:

The following resolution was this day adopted in our Division:

Resolved, That the action of G. C. C. Clark and the Board of Directors in the matter of the consolidation of the O. of R. C. and the B. of R. C. is approved and sustained by Division No. 2 and that this resolution be sent to THE CONDUCTOR for publication.

Respectfully in P. F.,
H. S. CHAPMAN, Sec'y.

HALL OF VALLEY CITY DIV. NO. 58.
CEDAR RAPIDS, IOWA, NOV. 1, 1891.

Learning with profound sorrow the fact that the Grand Chief Conductor of the Universe has, in His infinite wisdom, called from this life the son of our Brother, L. P. Martin, we, a committee appointed by Division 58 of the Order of Railway Conductors for that purpose, do hereby extend the deepest sympathy of the members of the division to the grief stricken parents, and our hope that the Universal Father will send to them comfort in this their hour of trouble.

We are also mindful of the fact that the blow has fallen with no light hand upon the esteemed wife of our G. S. and T. (sister of Mrs. Martin), and to her as well we offer our sympathy, knowing full well how empty of comfort they must be.

To our hope that comfort in this trouble for the sorrowing ones may be offered, we add our earnest hope that in the years to come like afflictions may be far removed from their path.

In perpetual friendship we are your friends,

E. D. PARKER, }
E. A. O'BRIEN, } Committee.
J. C. MILEY, }

THE RAILWAY CONDUCTOR.

VOL. VIII.

CEDAR RAPIDS, IA., DECEMBER, 1891.

NO. 17.



MISUNDERSTOOD.

FOR THE RAILWAY CONDUCTOR.

Over sensitive, retiring,
Anxious, yet only desiring,
The good of others depending
Upon him. Daily contending
With outward circumstances
Manfully, while it advances
Their good. But constantly thinking
About them until made shrinking
Through cherished hopes so delayed,
To open his heart he's afraid,
So much dissatisfaction has met.
Repetitions only beget
At each new hopes dissipation
A feeling of irritation,
Which in silence were best hidden
Enters his heart while unbidden.
When this silence he must defend
From those who will often contend
He has not a right thus to brood,
Or yield himself to such a mood.
Rather than expose his heart sore
The firmer he closes the door.
Sometimes when making the closing
Partly may come an exposing,
That causes the prober to say:
"What makes you so set in your way?"
Perchance the door is neglected
Till the prober has inspected,
With a glimpse the barrier raised
When the cry is "I am amazed!"
Since time was have people so cried,
(When barriers their probing defied,

Or bounds set unto their vision
Of some heart) out in derision.
When through barriers comes the vein
Thy best of motives misconstrue.
Are they "amazed," will they pray, tell,
At sight of a cocoa nut shell,
Because the coating is not silk
Say they "within there is no milk?"
Beneath the rose is found a thorn;
Because of that they do not scorn
Its fragrance or the rose reject,
Thorns are barriers to protect.
When these same thorns the fingers meet,
If they should say "the fragrance sweet
We thought to find when this rose picking,
Is not here since thorns are sticking
In our fingers," we would declare
Such denial to the rose unfair.
Just as unfair for them to say
"Sensitives are set in their way."
For some hearts are attuned so fine,
Fearing repulse they make no sign.
While nature's moods one will receive,
Without "amaze" some yet believe
Or say, by their every action,
"Show your heart or meet detraction,"
"Just place your heart upon your sleeve"
"And our opinion good receive."
"Tell us of your innermost soul,"
"Your motives place in our control."
A shallow, babbling, noisy brook
Compels one to, admiring, look,
While swift, strong currents, broad and deep,

Silently do by many sweep
 Without notice, or seen they say:
 "Beautiful brook your noisy play"
 "Is charming. The silent river,"
 "It's silence from us deliver."
 In time of drouth no brook is first
 To charm the eye or slake the thirst.
 Swallowed up it naught can give.
 From silent river drink and live.
 'Tis very gratifying when
 One's thought well of by other men.
 But self respect is better still,
 Though it may good opinions kill.
 To keep some friends one must them tell
 Just what the motives you impel.
 When man's nature can not do it,
 His best friends will misconstrue it;
 While his whole heart longs for their good,
 He sadly feels misunderstood. S. E. F.

Rights.

FOR THE RAILWAY CONDUCTOR.

If in the beginning of the world there was but one man, his right would plainly be his own sweet will, but give him a neighbor and his right must be qualified, or his will clashes with that of his neighbor. At this time his right is surely not undisputed possession, nor is it a division after the manner of "this for me—that for you;" but each will enjoy all he may without interfering with the same right of the other. Of course, if one be stronger, he may by reason of his superior strength deprive the other of his privilege of enjoying some part or the whole of the right, but he cannot destroy or in any way reduce his right, which is born in him, and is always his. It may be obscured by ignorance of its existence, by the laws of governments, as is shown on nearly every page of the history of the world, and in many other ways. But just the same, his rights are there, in him, and he has ceased to exercise them because of force, ignorance, or some other reason. We do not know that man was created selfish, nor do we need to know it; but history shows from its very commencement a continual struggle among men for rights. Current history is written in the newspapers. To-day they say: "Strike in New York, Riots in London, Revolution in Central America." It was the same yesterday, and we have good reason to expect a repetition to-morrow. If all men were just, then a mere understanding of our rights would be sufficient to secure them, because each knowing his own, and being just, would

require nothing further from his neighbor. All men, however, are not just; very few are, and very few are unselfish; and what is quite as important is the fact that but few know what their rights are. You cannot know your own right, without knowing in exactly what degree its exercise will affect that of your neighbor.

I don't think there will ever be a time when you and I, as laborers or as railroad men if you please, will enjoy our rights without contention in some shape, with our employers, because the only law of selfishness is to get what you can for yourself—justly if convenient, unjustly if necessary, and I don't hope for the elimination of selfishness as an attribute of that part of humanity used in the making of railroad companies. This I do think, however, that with a better understanding of our rights, our demands will be nearer if not exactly just; the opposition to them will be greatly reduced, and we shall not require the force of a strike to meet this opposition. Reason will, in most cases prevail, but added to reason, a mere display of the power of a well organized body of righteous men will be sufficient. Now, I am not old enough to sit here and tell you just what your rights are, to yourselves, and to others, individually and as organizations. Such a presumption would better fit the boy switchman who said to me the other day when I was looking for a job in one of the Chicago yards: "Say, Pardy, if you want to work in this yard, you've got to have an S on your breast. See?"

But there are some things that everybody knows—among others the fact that in our several capacities we contend with railroad companies for our rights and are either beaten, or gain an indecisive victory that costs more than we can afford, and we cry for union or confederation, with too little regard for that right among ourselves, without which a federation can have no hope of permanent existence. It is probably admitted by all that a federation of all organizations of railway employés must be invincible. Of course it is, so long as it remains a federation; but without a proper understanding of that quality so called right, it is bound by a rope of sand, and the Northwestern or any other company will require the aid of only one or two of us, when they desire to crush the rest.

I cannot imagine a surer or quicker

way to defeat the object of organization than by a federation of all, without a decided modification of our own and our employer's rights, as we have hitherto apparently understood them. I don't mean that federation should in any way reduce or add to the right of any individual or society, but it should plainly teach its members, that they have now changed their conditions; those who were strangers, if not enemies, are now brothers, and what is right for themselves, is so for all. Then the switchman will know that he has not, and never has had the right to say: "Because you are a B. R. T. man you shall not work in this yard," and to the company which employs him: "Because a B. R. T. man, you shall fire him." The B. R. T. man who made his first trip six months ago, has not the right which is now claimed for him by his organization, to demand his promotion in preference to some other man who commenced five months ago, regardless of their respective qualifications and of everything else but that one month's difference in time. The book of rules, which I am told he is now required to study and recite in his lodge room, will not teach him all he needs to know. His object is to become a conductor as quickly as possible. When he joins the federation he should be required to look farther ahead to where his interest as well as his right, coincides with that of the conductor. The fireman with one or two year's experience on an engine, though he probably thoroughly understands the machinery, is not necessarily competent to pull a freight train, and everybody knows he cannot prove his efficiency by a recitation from the book of rules before an examiner who knows the rules, but knows nothing of the practical application of the rules. On some roads it don't require a very great amount of sense or experience to run either end of the train. In such places the company's right don't necessarily suffer because of giving them their imaginary rights. But I have seen this "rights of seniority" business tried under other conditions where the average boy could not show a sufficient amount of "head" to handle his train, and the result was not only wrangle and wrecks, but a continual succession of half made conductors and engineers, of which kind there are already enough in the country to considerably lower the standard of these classes. If all

bodies of train service employes were federated on some simple plan by which none could usurp the rights of others, and it be understood that the rights of all are the rights of the companies that employ them, a strike would be impossible. In demanding your right you have not the right to ask for more than is right, and this is very easily obtained by calling attention to the power of your organization if a simple assertion of your right does not secure it.

Bill Nye Officiates at a Marriage Ceremony.

I forgot to say that the office was not a salaried one, but solely dependent upon fees, the county furnishing only the copy of the Revised Statutes and a woosack, slightly and prematurely bald. So while I was called Judge Nye, and frequently mentioned in the papers with great consideration, I was out of coal about half the time, and once could not mail my letters for three weeks because I did not have the necessary postage. Friends in the eastern states may possibly recall the time when my correspondence, from some unknown cause, seemed to flag. That was the time. Of course I could have borrowed the money, but I had, and still have, a foolish horror of borrowing money. I did not mind running an account, but I hated to borrow.

"The first business I had was a marriage ceremony. I met the groom on the street. He asked if I could marry people. I said that I could to a limited extent. He said that he wanted to get married. I asked him to secure the victim, and I would get the other ingredients. He then wished to know where my office was. It occurred to me at that moment that there was no fire in the stove; also, no coal; also, that the west half of the stove had fallen in during the night. So I said that I would marry them at their home. He maintained that his home was over eighty miles away and that it would consume too much time to go there.

"Where are you stopping at?" I inquired—using the Pike county style of syntax in order to show that I was one of the people.

"Well, we met here, Squire. She come in on the Last Chance stage, and I'm camped up in Gov'ment Canon, not fur from Soldier Crick. We can go out there, I reckon."

"I did not mind the ride, so I locked

my office, secured a book of forms, and meeting the young people at the livery stable went out with them and married them in a rambling, desultory sort of way.

"The bride was a peri from Owl Creek, wearing moccasins of the pliocene age. The rich Castilian blood of the cave-dwellers mantled in her cheek along with the navy-blue blood of Connecticut on her father's side. Her hair was like the wing of a raven, and she wore a tiara of clam shells about her beetling brow. Her bracelet was a costly string of front teeth, selected from the early settlers at the foot of Independence Mountain. With the shrewdness of a Yankee and the hauteur of the savage she combined the grotesque grammar of Pike county and the charming naïveté of the cow-puncher. She was called Beautiful Snow. But I think it was mostly in a spirit of banter. She was also no longer young. I asked her, with an air of badinage, if she remembered Pizarro, but she replied that she was away from home when he came through. The cave-dwellers were a serious people. Their plumbing was very poor indeed; so also were their jokes. Her features were rather classic, however, and—I was about to say clean-cut, but on more mature thought I will not say that. Her nose was bright and piercing. It resembled the breast-bone of a sand-hill crane.

"The groom was a man of great courage and held human life at a very low figure. That is why he married Beautiful Snow without any flinching; also why I have refrained from mentioning his name; also why I kissed the bride. I did not yearn to kiss her. There were others who had claims on me, but I did not wish to give needless pain to the groom, so I did it. He had no money, but said that he had a saddle which if I could use I was welcome to. I did not have anything to put the saddle on at home, but rather than return empty-handed I took it.—*Bill Nye in the Century.*

The Business of the Great Saharian Railway.

The traffic of the Trans-Saharian Railway will comprise two classes of business—the first, local, between oasis and oasis, or the Saharian traffic proper; the second, the business between extreme ends of the line, between Algeria and France and the central Soudan. Once given railway transportation, depots and markets will spring up along the line, for the surveys

cross the lines followed by the caravans that carry on the commerce of the desert. The export of cereals from Algeria to the Touaregs and to the Au country, and the export of salt, which is not found in the Soudan, will give importance to the salt wells of Amadrhor. Upon the other hand, it is certain that a constant stream from the south will pour into Algeria, bringing chiefly hides and leather. An estimate of the yearly income to be derived from the Saharian business may be put at 6,265,000 francs. Dividing this sum by the length of the line from Biskra to Lake Tchad, 3,100 kilomètres (1,923 miles), the earnings are equal to 2,000 francs per kilomètre.

Central Soudan is rich enough to furnish a vast commercial business to a railway: spices, ostrich feathers, gold-dust, indigo, hides, leather, cereals, and fruits, palm-oil, cotton, ebony, and dye-stuffs. The exports and imports of the Soudan ought to provide an income of 7,310 francs per kilomètre. Finally, there remains the passenger traffic, which may be expected to grow into importance. In round numbers, I may say that the Trans-Saharian traffic would result in earnings of about 10,000 francs per kilomètre of line. As the construction cost would average 100,000 francs a kilomètre, interest at $4\frac{1}{2}$ per cent. will require 4,500 francs per kilomètre. The running expenses of one train a day, in either direction, would be between 5,000 and 5,500 francs per kilomètre per year. From a financial standpoint the enterprise, if well managed, ought therefore to prove remunerative. This alone, apart from other considerations, should warrant a Trans-Saharian railway.—*Scribner.*

Advice on the Dog Question.

FOR THE RAILWAY CONDUCTOR.

Ferdy writes to ask my advice in regard to the manner of choosing a dog. You don't happen to know Ferdy, do you? He is the young man who wears an eye-glass and a cane, and parts his hair in the middle, thus: J. Ferdinand Huntleigh. All the "chappies" call him Ferdy. Its mighty handy to have a name built like a telescope, so you can pull out and use one joint at a time. Ferdy was born with a silver spoon in his mouth, and he still has it with him (the mouth not the spoon) but it has grown so luxuriantly that a spoon don't fill it. It now takes the image of an English bull dog, mounted on

the end of a cane, to give it the desired expansion and picturesque appearance. Well Ferdy, my idea is, that in choosing a dog some standard of comparison should be used; for instance: Should you want your dog to match your upper lip, you should get one of those hairless Mexican dogs. If you want a dog to match the shape of your limbs, get a bench legged fice. If you want a dog whose facial expression resembles yours, when your eye-glass is in position, just get a common ordinary dog and hire a small boy to knock one eye out with a brick-bat. By no means select a large, noble looking Newfoundland, or a mastiff; for the contrast between a fine looking dog and a—a—well, the contrast is too striking. I believe the proper dog for you, is one of those small dun-colored dogs with a black nose, and a tail that looks as though it was put up in curl papers every night. I have seen "plaster" images of them doing sign duty in front of cheap cigar stores. I believe they are called "English pugs;" and I think you could find one which would not be too proud to promenade in the parks with J. Ferdinand Huntleigh.

L. W. CANADY.

The Blind-Baggage Car.

FOR THE RAILWAY CONDUCTOR.

I'm a tramp! I do not deny it,
At will, through the country I roam,
But labor, I never would try it
I care not for kindred or home.
Each day is a page in life's story;
No climate or weather I "bar,"
I pledge you, the climax of glory,
Is a ride on the blind-baggage car.

The wealthy may travel in splendor,
With dollars and diamonds galore.
My wallet I vow is as slender
As blessings which fall to the poor.
While some in the "Pullman" are sleeping
With nothing their dreaming to mar,
A smoke-begrimed vigil I'm keeping,
On the front of the blind-baggage car.

Last night in my chosen position,
Ensnared on the "limited mail,"
Not heeding my earnest petition,
The brakeman, my trip did curtail.
Without hesitation he seized me,
My cries could be heard from afar;
With a grip like a bull dog's he squeezed me,
And—fired me off from the blind-baggage car.

L. W. CANADY, Div. 91.

Life.

FOR THE RAILWAY CONDUCTOR.

The world was made when a man was born,
He must taste for himself the forbidden springs;
He can never take warning from old-fashioned things,
He must fight as a boy, he must drink as a youth,
He must kiss, he must love, he must swear to
to the truth
Of the friend of his soul. He must laugh to
scorn
The hint of deceit in a woman's eyes,
That are clear as the walls of Paradise.
And so he goes on 'till the world grows old.
'Till his tongue has grown cautious, his heart has
grown cold.
'Till the smile leaves his mouth, and the ring
leaves his laugh,
And he shirks the bright head-ache you ask him
to quaff.
He grows famous with men, and with women
polite,
And distrustful of both when out of his sight.
Then he eats for his palate and drinks for his
head,
And loves for his pleasure, and wishes he was
dead.

F. M. CARTER.

Ho for the Desert.

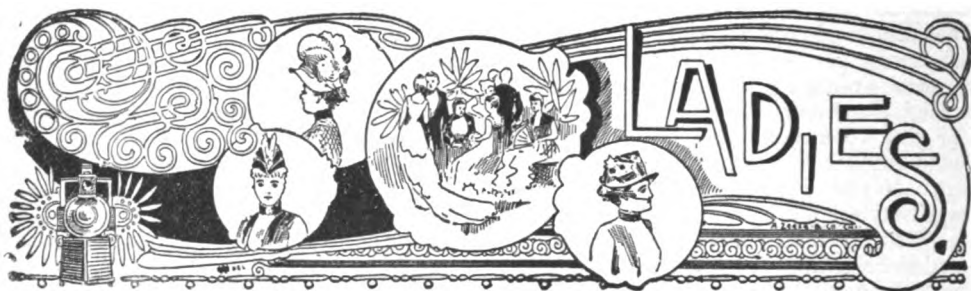
Oh, ho for the wild, woolly West!
Ye tender, come forth and invest;
Come fly up the flume
In the real-estate boom
Among the financially blest!
Oh, ho for this woolly, wild land
Of the lava-beds, desert, and sand,
Where the ox lies stark,
And the coyotes bark,
And the horse is too small for his brand.

The brakeman rules over the train,
The sage-bush is lord of the plain,
The prairie-dog kneels
On the back of his heels,
Still patiently praying for rain.

So balmy and mild is the air
That the redskin needs only to wear
A cool tomakawk,
And a handy scalp-lock,
With a feather or two in his hair.

Then ho for the desert so blest,
In the heart of the woolly, wild West,
Where all things consume
With perennial boom—
Ye tender, come forth and invest!

—Century.



Kitty, my Colleen.

Kitty, my colleen, 't is you that look winsome
Spinnin' the wool, with your beautiful smile.
L'ave off and let your ould grandmother spin
some,

I've somethin' to whisper you out at the stile.
Troth! with your locks, love, so daintily curlin',
Your lips, that keep hummin' a fortunate tune,
And your weeshy white hands, that are twistin'
and twirlin',

You 're windin' my heart on the spindle, aroon!
Arrah thin, Kitty,

It's you that look pretty,

S'ated so sweet at your ould spinnin'-wheel;

Winsome and winnin',

The while you keep spinnin'

My fate with your nate little ankle and heel!

You need 'nt mind tossin' your tresses so flaxen,—

Begorra, they 're fair as a fortune o' gold,—

And your hand, Kitty dear, is so weeshy and
waxen,

The soggarth should give it to some one to
hold.

An' lips must be kissed if they 're redder than
cherries,

An arm sure was made to encircle a waist;

Faix! your lips are so like a bunch o' ripe berries,

I 'm thinkin', alanna, of thryin' a tashte.

Arrah thin, Kitty,

It 's you that look pretty,

S'ated so sweet at your ould spinnin'-wheel;

Winsome and winnin',

The while you keep spinnin'

My fate with your nate little ankle and heel.

Thundher and turf! it 's a shame beyond sinnin'
To sit so provokingly silent, asthore;

It 's high time for colleens to lave of their
spinnin'

Whin the moon and their bouchals peep in at
the door;

So come to your Barney, my darlin' so winsome,—

Ah! Kitty, you 're breakin' my heart with your
smile,—

Whist! aisy, aroon, let your grandmother spin
some,

I've somethin' to whisper you out at the stile.

Arrah thin, Kitty,

It 's you that look pretty,

S'ated so sweet at your ould spinnin'-wheel;

Winsome and winnin',

The while you keep spinnin'

My fate with your nate little ankle and heel.

—Century.

Dear O. R. C. Sisters:

Since the weather has become cold the question of warm skirts has come up. Where one gives out washing by the piece (as we do) it stands one in hand to have as few pieces as possible, and my sister—a "school marm"—my little girl and myself have just been fitted out with warm colored skirts. Perhaps some of you may like to know how, and what they were made of. Sister Bell had a grey dress skirt of cotton and wool goods, badly faded and soiled, which she dyed a navy blue with diamond dyes. She cut out the cloth and a lining of cambric, with front and sides gored and back plain, making it rather scant. The lining and outside were sewed up separate. Upon the right side of the lining a deep facing of fleece lined crenoline was stitched, while upon the other side sheet wadding was basted, as high up as the knees. Both were well pressed, and the outside and lining carefully basted together at the bottom, top and along each seam. The placket was neatly finished and then the skirt was quilted as far up as the wadding went, with scarlet knitting silk, used upon the sewing machine. When the quilting was finished a band was sewed to the top and bottom neatly bound with braid. It was a handsome and durable skirt and would have cost as much as five dollars at a store, and it was perfect fitting, which is more than can be said of the ready made skirts. It cost 96 cents all told, 36 cents for lining; 10 cents for wadding, 5 cents for braid, 10 cents for one package of diamond dye, and 35 cents for one spool of silk, which was not all used. She also possessed an old tan colored surah silk dress, that had been made over several times and could no longer do duty as a dress. This she dyed with fast black dia-

mond dye for silk; and it took a good black. This skirt was made in the same way as the other except it was not quilted, and the bottom for ten or twelve inches up was much pieced. The dress in one of its forms had been much rubbed, and these were now made into fine side pleatings three inches deep. Three of these pleatings went all the way around the bottom of the skirt, the top one being headed by a narrow rim of fancy silk braid. This skirt was for best. One of mine—my best—was made out of two twelve inch pleatings of blue silk, dyed a black with diamond dyes for silk. They were carefully sewed together, until by the help of some old black silk pieces, they were made to cover a silk lining. I quilted my skirt with black sewing silk in such a way that the facings are not noticed. For second best, I took an old crimson rep Mother Hubbard and dyed it a seal brown, making it as Bell did her blue one, and quilting it with what was left of her spool of red silk.

For "Blue Eyes" we made three skirts. One was made from a light striped tennis skirt of wash silk, dyed a dark blue. This was quilted with gold colored silk, and had a dainty ruffle of ribbon around the bottom, headed with a row of feather stitching in gold silk. A navy blue and a brown flannel tennis shirt each furnished material for one. They were heavy flannel and did not require lining. They were simply hemmed and feather stitched with bright silks. Bell possessed two knit underskirts, one pink and one blue, which came home from the laundry the color of ashes these we dyed black, and I also dyed one of my own, which was red. She also dyed two sets of grey wool union underwear a fast black. In using the diamond dye in dark colors, be sure to rinse well, after having boiled well, and then wash them in hot soap suds as long as one particle of the color runs. In this way all danger of crocking is avoided. While I am "dying" I will tell you one thing more upon the subject. This fall I was compelled to wash my pretty china silk surah curtains. They were a delicate yellow ground, with leaves and flowers in shades of brown. When dry they were a sickly white and were just fit for rags as they were. I at once sent for a package of yellow diamond dye for cotton, made a weak dye and put them in to boil. When dry and rinsed they were like new. I had a number of picture scarfs of delicate colors of China silk that were soiled and they were treated in the same way. Cheese cloth, lace, scrim or madras curtains can be colored in the same way.

I wish some of the sisters would send me a well tried rule for making a golden sponge cake that will not get tough and dry. Please be

very careful about the amount of each article and how to put it together.

I think your magazine growing better and better all the time, and it is getting to be quite a home magazine too. I am sure our editor has no cause to regret that he gave us a place, unless it is because we want so much room.

Yours in P. F.,

JEAN HUNT.

Southern Womanhood as Affected by the War.

Under the above title, Prof. Wilber Fisk Tillett of Nashville contributes a timely paper to the *November Century*, from which we quote: "The fact that so large a proportion of the young women now attending Southern colleges are securing an education not for ornament but for use, not for social culture merely but in preparation for self support, has had the very natural effect of making them more earnest and diligent in the prosecution of their studies. A much larger proportion of college girls comes now from the middle and poorer classes than formerly. Many of the poor girls of the South to-day are the daughters of educated parents whose property was swept away during the war; their culture surviving the loss of home and property. And what will an educated and refined mother not do, what sacrifice will she not make, in order that her daughter may have the benefits of an education? If poor she will practice the most rigid economy and submit to the severest personal self-denial if thereby her daughter is enabled to enjoy the advantages of an education; and many are the Southern mothers who since the war have done this, and more to give their children an education. And there are many noble instances in which an elder daughter, having been thus educated through the labor and economy of her parents, has generously requited their loving self-denial in her behalf by going to work herself and helping each of her younger sisters to obtain the education which their parents were anxious but unable to give them.

"It is Victor Hugo who has called this 'the century of women.' It is certainly an age that has witnessed great changes in the life, education and labor of women everywhere; and these changes have all been in the direction of enlarging the sphere of woman's activities, increasing her liberties, and opening up possibilities to her life hitherto restricted to man. It is a movement limited to no land and to no race. So far as this movement may have any tendency to take women out of her true place in the home, to give her man's work to do and to develop masculine qualities in her, it finds no sympathy in the

South. The Southern woman loves the retirement of home, and shrinks from everything that would tend to bring her into the public gaze. The higher education of women, which has been so widely discussed of late years, and to encourage and promote which such noble schools for women as Wellesley, Vassar, Smith and Bryn Mawr have been founded, and so many great male universities in the North and in England thrown open to them, is duly recognized and felt among the young women of the South. This wide-spread aspiration of Southern young women for broader culture finds expression in the eagerness with which they are seeking admission into the best of the higher institutions provided for male, and this not because coeducation finds favor in the south—for it is, perhaps, less encouraged here than in any other part of the United States, though the prejudice against it is weakening somewhat,—but only because there is no higher institution of learning for women which provides for them the extensive facilities and broad culture furnished by at least a few institutions for young men. Many feel that the greatest educational need of the South to-day is of an institution that will provide for young women as thorough an education and as broad a culture as is provided for young men at the University of Virginia, the Vanderbilt, or the John Hopkins—an institution that will not be in competition with any existing female college in the South, but will hold itself above them all by establishing and rigidly maintaining high conditions of entrance as well as of graduation, and whose pride will be the high quality of the work it does, not the number of pupils it enrolls, though numbers would also come in due course of time. The active, earnest, vigorous young womanhood of the South is demanding such an institution. Surely a demand so just and a need so widely and seriously felt cannot go long unmet. Where is the philanthropist who will bless his own and succeeding generations, and make himself immortal in the good he will do, by giving to the young women of the South a Smith college, or a Wellesley, or a Vassar? Is it possible that a million dollars could be spent in any way where it would accomplish more good than in founding such an institution for the daughters of those noble women of whom we have written?"

SUNBURY, Penn., Nov. 26, 1891.

Editor Railway Conductor:

How many of us on this national day are completely united around the festal board? I think we will find in many homes the chair at the head of the table vacant—the cause—on duty.

Eastern Star Division, No. 8, instituted March last, has prospered during the past months. One month ago Mrs Springer, of Philadelphia, ably instructed us in the mysteries of the changes that had been made by the Grand Division of the Ladies Auxiliary. We expect soon to enlarge our division by the addition of some new members. We regret to state that we have lost one of our Sisters, Mrs. Comp, through death, she was buried from her late home on Sunday last. The conductors attended in a body, also the Sisters of the Auxiliary, who presented a magnificent floral offering—an arch surmounted by a dove, with a cross within the arches with the words: "Our Sister" The services, conducted by the Lutheran pastor, were impressive; also, the singing by the excellent choir. Mrs. Comp is survived by her husband and four children to mourn her loss.

The committee on resolutions of condolence was deferred at our last meeting through the illness of our worthy president, but I may say for all, that we mourn the loss of our beloved Sister, and may the mercy of God, who cares for the motherless ones in his infinite mercy, preserve our lives until our little ones have left the home nest and gone out into the world to care for themselves.

Has not the proverb aptly said: "God could not be every where so he made mothers?"

I wish to say to one who signs herself "A Wife and Mother," in November Journal, that I take the same view of the matter as she does, that though we may clash with the views of some, we know and they know, that they countenance an evil thing, and though some are strong many are weak, and it is the duty of the former to set an example of nothing less than total abstinence, and by discountenancing anything that pertains to that imp of Satan and destroyer of homes.

COR. SEC'Y DIV. No. 8.

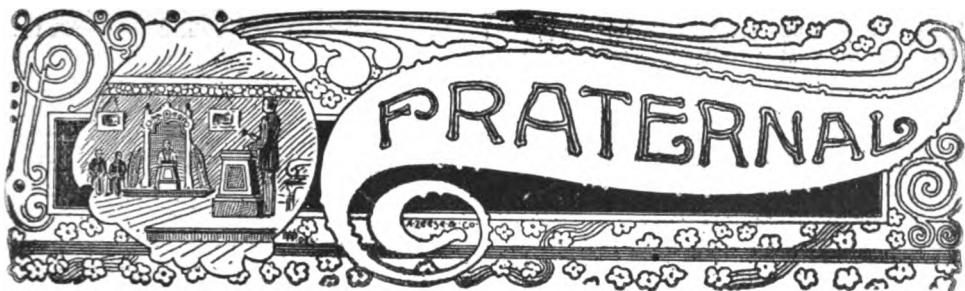
FREEPORT, ILL., Oct. 16, 1891.

Editor Railway Conductor:

Having never seen an account of Freeport Division No. 235, in THE CONDUCTOR, I thought I would inform you that we are still alive, and all is peace and harmony in our Division. We have twenty-four members in good standing, and six applications to be acted upon, to which we will give our earliest attention. Hoping some of our division members will wake up and write a more complete and interesting letter, I remain

Yours in P. F.,

G. G. M., C. C.



"The Darlington Branch."

Talk about fun on a western ranch,
You ought to come down on the Darlington
branch;

From beginning to end its as straight as a string,
That's been wound round your finger just like a
ring.

It's level as a floor which, is plain to be seen
That the material put in it was put in it while
green.

Limestone and gravel in plenty abound;
And some hint that "iron some day may be
found."

Good living, good water, with hopes to get fat,
With a chance once a week to get some "Wild
Cat" (Ill Whisky.)

It seems they disputed in naming this place.
I can't understand why such was the case,
For a darling she is without any doubt;
No better along the S. & B. route.
One engine is worked here, the old 29;
The best piece of metal upon the whole line.
In fact she appears to improve with old age;
If you doubt what I say just look at the guage,
Hooked to ten hoppers she whoops them along,
And her exhaust to heaven ascends like a song.

Mr. Beatty of Sheffield, at the throttle presides,
While Grimes, the conductor behind him resides.
There is also a brakeman with a very strange
name,

Although his coat's torn he gets there the same.
There is everything here for a sportsman to shoot,
In fact we lack nothing unless it be fruit;
And even of that we have a fair share,
For lemons seem to thrive without any care.

President Parrish comes oft in coaches the best;
I wish to the Lord he would give us a rest,
Or else leave behind one thing he has got,
For if it gets loose it will surely be shot,
The poor natives here are not to say rude;
But the fact is they never beheld such a "dude,"
With breeches that don't come down to the knee:
And with the third eye they don't think he can
see.

JACK SMART.

MACON, GA., Nov. 18, 1891.

Editor Railway Conductor:

I have been a member of Macon Division 123 for some time, as yet I have failed to see anything from this division in THE CONDUCTOR I have come to the conclusion Div. 123 is either short a correspondent or has a short correspondent. So I concluded to have something to say about this division.

Macon Division should be one of the banner division as she has a large membership and a good attendance at all meetings and is making new members at nearly every meeting, but I am sorry to say there seems to be a "snag" somewhere or rather a sprinkle of ice water among the members of Division 123. This we hope to see removed and ere long to see the members warm up to a sense of their duty to themselves and the Order. When they do this I am satisfied 123 will be one of the banner divisions and proud of her existence. She has the material to do this, but I am sorry to say some of her oldest members seem to think nothing should be required of them but to pay dues, no duties of any kind imposed on them, and if our chief conductor does put a duty on them it is never attended to. I often wonder if these good brothers ever stop to think of the embarrassing position this places our chief conductor and the division in. Still these same good brothers are the first ones to say we have no faith in the Order. Do they ever stop and think that just such drones in the Order as they, is why they have no faith in the Order. Such members not only lose faith in the Order, but give the outside world reason to doubt the Order. I have always believed if every member would do his duty as a member, there would be no cause for anyone to say, I have no faith in the Order, and I believe we would have one of the best organizations in existence, as I consider each division depends on its members, the same as the organization depends on its members. Our chief conductor, Bro. Jesse Hall, while he is not very large, he is of the best kind of material; while he is conscientious he never shirks a duty toward a brother of the Order, and if the brothers of this

division will give him their united support there is no doubt but what Macon Division 123 will be among one of the best in the Order as she will not be lacking executive ability so long as Bro. Jesse remains in the chair. As I am not acquainted with all the officers of the division I will wait and if this communication is not buried in the waste basket never to rise again, I will have something to say about them next time.

With best wishes to all and success to the Order,

I am yours in P. F.,

C. L. BRUNER.

JACKSON, MICH., Nov. 9, 1891.

Editor Railway Conductor:

Our S. and T. to-day presented me with a draft for \$2500 in full for my disability (loss of eyesight.) Little did I think a few years ago when making application for the insurance that I myself would be the beneficiary, but such is the case, and but for that timely provision the future would indeed be dark for me.

To the brothers who are not members of the M. B. department, I would say avail yourselves of that feature of the Order, there is nothing better, and at the present time it is within the reach of all. With best wishes for the Order at large and Div. 182 in particular I am gratefully,

Yours in P. F.,

C. S. LOOMIS,

Wolverine Div. 182.

MEMPHIS, TENN., Oct. 31, 1891.

Editor Railway Conductor:

Division 175 is moving along in a very satisfactory way to its members, adding to our ranks from time to time such members as we think will carry our flag to victory and insure "safety." This division most heartily endorses the consolidation of the two organizations of railway conductors under the name of the Order of Railway Conductors of America, and it is a long step in the right direction, and as far as the writer's knowledge goes, meets with general approval among railway conductors and railway employes generally. The two organizations are now one and working for the same grand results. By this act of Oct. 8, 1891, at Cedar Rapids, Iowa, the Railway Conductors date a new and memorable epoch in their history and of railway employes generally, thereby making general Federation of all railroad employes, not only possible, but a *fixed fact*. United and working for the advancement of our fraternity and laboring classes generally, and of the 700,000 railroad men in particular, we feel safe in making the assertion that general Federation is one of the fixed facts in the near future and when accomplished will not only better our condition as

employes but we will be enabled to elevate the standard and give to our employers a better service. All honor to those who labored to bring about this glorious result. This is an age of advanced civilization and the railroad men of America are joining in the march and whoever tries to stop this grand procession will be swept aside. Division 175 have voted to be of the advance guard in this great battle for *right, honesty and Federation*, and we propose to have a voice in all questions of interest to railroad employes and to be heard when we deem it in any way necessary, and we propose to use our influence and bend every energy to get the various railway employes to organize in their respective branches of service, and then to Federate and form a *grand council*. Then and not until then will we be strong. Consolidate our communities of interest then co-operate and Federate.

We have received and obligated some of our brothers of the B. R. C. and think we will have all of No. 65 obligated on or before Jan. 1, 1892.

This division feels very proud of the work done by G. C. C. Clark with the aid of the grievance committee that co-operated with him. All that the railroad employe wants is simple justice, an honest day's pay for an honest day's work, and you will then find him as true to duty and loyal to his company as a true king.

LINK & PIN.

RAWLINS, WYO., Nov. 5, 1891.

Editor Railway Conductor:

It has been stated upon several different occasions that I during the month of December 1890, while the switchmen were having some trouble existing at Ogden, went there upon request of our superintendent and trainmaster on the U. P. road, and went to work during the time the yardmen were out of that place for the purpose of downing S. M. A. A. men. I write these iron clad lines to deny the charge and the same can be proven by S. M. A. A. men, who were at that time out at Ogden, and during the month of Dec, 1890. It has also been stated that I went to work at Rawlins, which is a mistake and can be proven by S. M. A. A. men here. I have always been a friend to gentlemanly switchmen and always show them favors when I find them worthy, and why? Because I have ran yards considerable and find there are men who are men among the switchmen and have no reason whatever to try to down them. I have been asked by some good members of the Order of Railway Conductors, (of which I am a member not only because my dues are paid but a member at heart) to write this and now you have it as it truly was.

There are many things in this vale of tears that makes me unhappy and fills my sensitive soul with sadness, and causes me to pine and languish like a plaid ulster that is "hocked" for all it is worth. You can never tell in this little life what is going to lay your pleasures low as the rime nipped house plant and cause you to pine in a dead gold melancholy with ecru flounces and green buttons. Sometimes it may be the refractory servant girl gone back on her country lover, or it may be your dearest old time friend abandoning the base ball field or card table to become a preacher. All these things are painful in the extreme, but none or all of them would serve to make us much madder than to be judged unjustly. Hoping this will satisfy your feelings I will say,

A trotting horse and a sunny track,
With someone to love all day
And a bowl of budge—upon looking back,
When the day has passed away.
And health, and wealth and oyster stew
Is always my good wish to you.

F. M. CARTER,
Div. No. 30.

WEST FARNHAM, Oct. 26, 1891.

Editor Railway Conductor:

Have you within the past year seen or heard anything of our correspondent, Bro. T. C. Gale? We have about concluded that he is either lost, strayed or stolen, which of the three we cannot decide.

Yes, Bro. Editor, he was duly elected to fill this office at the last election of officers for 1891. But, alas, I am afraid that he has met with a disaster, any information as to his whereabouts will be thankfully received by the members of Div. 80. I may here state that he was last seen in Newport, Vt. While the search is in progress for our worthy brother, I will raise the curtain and allow you to look in upon our division. We are prospering fairly well, our membership is on the increase and taking all in all we have little or nothing to complain of. We were very sorry not to have been able to hold a meeting on the occasion of Bro. Wilkin's last visit among us; it being on a week day, was an utter impossibility as the members are so scattered and their runs take them all away from Farnham every day but Sunday, and even on that day some come a great distance to attend the meetings. Among the number I may mention Bro. Moreau, our secretary, who on meeting days runs a freight special from Sorel to Farnham, a distance of about seventy-five miles, and Bro. Houle pumps a velocipede over his division once in a while, although the

hours of meeting from ten in the forenoon to one-thirty in the afternoon were changed to better accommodate him.

We have tried to find a more suitable place than Farnham for our meetings, but no location can be found that would be as well adapted. The boys running into Windsor street station are rejoicing over having a conductor's room, which is now under construction; it will be a need long felt among us.

Yours in P. F.,
BAKER HEATER.

MEMPHIS, TENN., Dec., 1891.

Editor Railway Conductor:

The time has arrived when the railroad employés of America must organize, co-operate and federate; and sir, the work must be done quickly and thoroughly. The longer this is delayed, the harder it will be to bring it about. Are we to wait until corporate power grows stronger, and the railroad employés grow weaker, and be styled the wage-slaves of the powerful railroad companies? Prompt action is the need of the hour. It is a well known fact that the corporations are growing more powerful every month by their getting in closer touch with each other, and by a system of federation a consolidation of their great interests. Recognizing these facts why should the various branches of the skilled employés in railroad service longer keep apart. We see the employé of the railroad companies moved with less consideration than they move their machinery. We see in every consolidation of these great and grasping railroad companies, that the result to the employé is more hours of toil and reduced wages. This is an evil that the railroad employés ought to check by proper influence in the right direction that will tell against these evils that are so manifest, and against the poor wage-earner. But be not discouraged, co-operate and strike at all evils of this kind, for, bear in mind that they have very many vulnerable points and you can reach them and compel, an honest recognition of your rights. It is a fact, that as a class, railroad employés are by far too inharmonious and lack concert of action. We should cultivate a greater unity and friendship among the great brotherhood of toiling railroad men.

There are influences constantly at work and set in motion by your employers to keep you apart, but you should see to it that this is overcome by federation; you not only protect yourselves but you have it in your power to elevate the standard of efficiency in your respective branches and departments, thereby giving to your employers, the railroad companies, a better service. Fellow railroad employés, do not for a moment nurse the

delusive thought that your employers will like you less because you federate, or like you more because you refuse to co-operate with each other and federate. The only way for you to get your company's respect, is to first respect and protect yourselves, get strong, for I assure you corporate capital always has, and always will show respect only to power; and once you are strong and able to stand like a stone-wall before them for right and justice, you will then be surprised to see how little there is between you to be adjusted; for capital will see to it that they do you as employes and laborers, no wrong. Let the conductors, engineers, firemen, brakemen, car inspectors, telegraphers and switchmen, form from their present organizations, a supreme council composed of their best and wisest men; and let all wrongs and grievances come up to the supreme council in its proper channel; and while we propose to suffer no wrong from the hands of our companies, we will be equally as vigilant in seeing to it that no wrong is done them through our perfect and powerful organization; and let the capitalists and corporations bear in mind this fact, a truth as strong as holy writ. The efficiency of labor always increases with the habitual wages of labor, for higher wages means increased self respect, intelligence, hope and energy.

It is time that the great railroad magnates of the present day were getting in closer touch with their employes and the general public, for, by so doing, they may save themselves a great deal of trouble in the near future. But, by all means, let us be aroused to the great importance of prompt action on our part for a better protection and a perfect co-operation of all railroad employes. Bear this fact in mind my brethren, and let it stimulate you to a still greater action. "Excessive labor and small pay stunts and blunts and degrades those God-like faculties that God created us with."

Another thing should engage the attention of an honest railroad employé, namely: Shortening the hours of labor. The companies regulate as to time and distance of a piece of machinery but they never think or care how soon they wear out their poor overworked employes at starving salaries. Let every division of the O. R. C. and kindred railroad organizations, take up this question of federation in their division rooms and devise plans to at once put the thing in operation; let us have a meeting in the near future with proper representatives from each of the branches of the railroad service that I have mentioned, and put in motion the machinery; let us study the best means of putting this organization on a sound basis and in a good working condition; let us inscribe this motto upon our banner: That

the most perfect federation of railroad employes is, that in which an injury to one of your parent organizations is the concern of all.

With this grand principle always in view and all of the 700,000 railroad employes of this country lining up and getting in close touch, all working to this great end, federation; you will surely date a memorable epoch in the history of the railroad employes of this country, and will receive full return for your honest labor.

Yours in P. F.,

FEDERATE.

MEMPHIS, TENN., Dec., 1891.

Editor Railway Conductor:

Your correspondent has just returned from a run through several of our southern states and has talked with a good many of the conductors, regarding the holding of our next Grand Division in Chicago, in 1893; and the general expression is for a meeting next May, at Chicago, Illinois, or some central place selected by our Grand Chief and our "Executive Committee," for the following reasons: If the World's Columbian Exposition should be what it to-day promises, every first-class conductor in the service will be wanted at his post in 1893; and a very large number of the best freight conductors will be put on passenger runs and the railroad companies will be very loath (if they will at all) to let their best men go off for a week or ten days to attend the Grand Division, and we want at the next Grand Division only our very best and brainy men. Again I tell you that you cannot hold a successful meeting of your Grand Division in Chicago in 1893, with too much to draw the minds of the delegates from their duties and we want work and results; and the expense of meeting at Chicago in 1893, be very great; and last, but by no means least, when our Grand Division, in session at St. Louis, set the time for 1893, they did not expect this great work of consolidating the two Orders of Railway Conductors would be so soon accomplished; now we want some very important legislation for the Order under the consolidation and it ought to be done by next May; and we want to take some steps looking to co-operation and a strong and perfect federation with our brother employes in the various branches of railway service. I deem it of great importance to have the Grand Division meet next May, in Chicago or some central point. All conductors that I have talked with express themselves very emphatically in favor of a meeting in May, 1892. We must go to work fellow laborers; our Grand Officers will tell you that we have a herculean task before you, the issue is up for solution and can't we say that the men and the hours have

met and we are equal to the task? let us act as thinking, reasoning men and rise above self and work for grand and noble results, thereby benefiting our fellow laborers and aiding ourselves; but talk will not do it, we want work, co-operation and a move all along the line, all working to the same end. Railroad men of America, if you do not in a very short time get closer together you will soon be scattered like the sands on the sea shore. Now Mr. Editor, I urge that you, through the proper channel, our Grand Chief and the Executive Board (they have the authority) call a meeting of our Grand Division to meet in May, 1892, and for the local Divisions to select their delegates at the proper time to attend the Grand Division, and then you can let a year pass and have no meeting in 1893. But I am in favor of yearly gatherings of our Grand Division, this is a rapid progressive age and we must keep up with the procession or get run over and left behind, and we ought to meet in yearly legislative council. I hope the brethren throughout the country will agree with us and speak out a vote, yes; for a call for May, 1892.

Yours in P. F..

EXCELSIOR.

[Excelsior is in error in naming Chicago as the place selected for the next meeting of the Grand Division. It is Toledo.—ED.]

ST. LOUIS, MO., Oct. 30, 1891.

Editor Railway Conductor:

Sunday Oct. 25, 1891, was a day of rejoicing for St. Louis Division No. 3, and also a day long to be remembered in its successful history as a division of the O. R. C. About 2:30 p. m. the secretary and treasurer of Division 54, B. of R. C. announced to the division that his division had disbanded and that twenty-six members were in waiting to take the obligation and become members of the consolidated Order of Conductors. There were about twenty-seven members present and the doors being thrown wide open, they were admitted into the division room led by their C. C., Dell Robison, and their secretary and treasurer, Chas. Miller, followed by four sturdy conductors carrying their Caboose Altar which they had changed from Div. 54 B. of R. C. to Div. No. 3, O. R. C., painted red and finely finished in gold and silver letters and monogram. The past C. C., Dell Robison, presented twenty-four good conductors for initiation, after which the secretary and treasurer presented St. Louis Div. No. 3 with the beautiful Caboose Altar; and a fine set of silver lamps and four silk banners bearing the words St. Louis Div. No. 3, O. R. C., which had also been changed from Div. 54, B. of R. C. These presents which were tendered to Div. No.

3, was indeed a surprise and showed that the conductors of Div. 54 B. of R. C. was made of the right metal. They were received by C. C., Henry Schewing, in behalf of No. 3 and he bade the Brothers take a seat in the division.

After a short time all certificates were duly examined and found correct, the Brothers were duly obligated and given the work, and I can assure you it was the proudest day of my life.

I have been in the service twenty odd years and have seen many pleasant scenes, but, sir, this one was above all others; it was like two brothers or loving father or mother who had been parted for twenty years. Every Brother present made the members of the Brotherhood feel that the lost one was found, and a great many Brothers made some good remarks on the grand work of consolidation.

There are about forty eight more members of the Brotherhood to come into our division yet, and they are good and true conductors, and I doubt not, will make good and loyal O. R. C. conductors. Will also say the St. Louis Div. No. 54, B. of R. C. has closed *sine die* and sent its charter to the Grand Secretary and Treasurer of the Brotherhood. And in conclusion will say I shall always devote my whole soul to better the condition of the conductors of America, believing fully in a protective platform, and last but not least in a National Federation of train employes. I will close with eternal vigilance for the consolidated Order of Railway Conductors of America.

In P. F.,

BLUE POINTS.

NEWPORT NEWS, Nov. 9, 1891.

Editor Railway Conductor:

We have been so busy lately, that it has been impossible for me to write you. I have not forgotten the journal, although I have not seen a copy for the last three months. Our men have been kept so close at work that they have not had any time of their own for months. I was at our Division, (152), meeting before last. The good work of gaining members goes bravely on, and ere long we will have every conductor in the country among, and one of us. We are looking forward with much interest and pleasure to a consummation of the contract between the Brotherhood and O. R. C.; two such organizations should never have existed, and we all hope to soon see them cemented and joined together under one banner and going hand in hand and heart and heart in our glorious work.

The 29th of last month was a glorious and proud day for the employes of the C. & O. R. R. On that day we uncovered to the eyes of all

and to the approving smile of Him who rules above, a bronze statute of that patriot, soldier and friend, Gen. W. C. Wickham, our late Second Vice President and General Manager. There were men in that vast throng that had followed him through all the different walks of this life. From the school house, the plow, at the cannon's mouth, from the brakeman, conductor, engineer, fireman, down to the trackman. He was a friend of all and no man ever approached him that was ever sent away unsatisfied. He was the soul of honor and justice. His name will ever be revered and honored by railroad men, and that statue will ever stand as a living monument that there was, at least, one railroad manager who was so loved and respected by his men, that they want the people who are to follow, in after years, to know it. The inscription on the statute expresses everything, and he filled every one thoroughly, patriot, soldier and friend. How few of the men in this world are fully entitled to such an epitaph. I will write when ever an opportunity presents itself. With kindest regards and best wishes, I am

Yours as ever,

RICHMOND ON THE JAMES.

WAUKESHA, WIS., Nov. 9, 1891.

Editor Railway Conductor:

I expect a good going over from our Division for not appearing more often in *THE CONDUCTOR* in some shape, just to keep them aware of my existence on this terrestrial sphere. So I will endeavor to notify them and to tell all of our Brothers where ever dispersed that Waukesha Division No. 259, is still one of the live divisions of the Order, and is composed of good and true brothers in all respects. Our membership is increasing gradually but sure, and all good members, as we are particular to get the best.

We are very much pleased to learn of the successful efforts made by our worthy Board of Directors and Grand Officers in settling the difference that existed between our beloved Order and the B. of R. C., and hope that all members of the Order will forget and forgive the old bygones and never mention them in any way to hurt the feelings of any member of either organization, but will live and work for harmony in all respects and and let brotherly love prevail, and remember that brothers should always live in peace and harmony with one another. Also remember that in unity there is strength.

Now about federation. I believe in federation, and would like to see it in full operation, containing all organizations of railway employes in the Americas, working together in unity and har-

mony. I was in hopes our noble Order would have become a member of the Supreme Council ere this. Still I think that our worthy Grand Officers who were there (on the field of battle as it were) did what seemed to them the best, and I believe that time will show that they did what was best for the O. R. C. I hope soon to see federation adopted by all organizations of railway employes and on good, true, sound and solid principles and lived up to.

Our insurance is a dandy, and the great increase in members is most gratifying to all members of the Order. But still, my brothers, are you doing what you can for that grand pillar of strength of our noble Order, are there not some members of your Division or acquaintance, that you can persuade to take out one or more certificates in the insurance and thereby improve this noble department as well as helping them to prepare against that day that comes to us all. Try every Brother, for one or more and watch the number climb up higher and higher.

By the time this reaches you many divisions will have elected their officers for 1892. To you who have not as yet elected officers, I say, be careful and select your best members for your offices. Select those you can depend upon and who have the interest of the Division and the members as well as their own at heart, and who will work faithfully for all alike. To those officers elected for 1892, I ask you to be faithful to your charges and obligations, never faltering in the face of duty to yourself or your Brothers; be ever ready to help, aid and assist, to the best of your ability, all worthy Brothers seeking such. Watch your members, give them good and timely advice and warning, and keep them in the straight and right path.

To all members of the Order of Railway Conductors: "Remember" that those whom you have elected to serve you as your officers for the ensuing year, cannot make a success of your Division or of the Order without your earnest and solid support on all occasions and at all times. Don't be afraid to take part in anything or at any time for the good of the Order, that your officers desire you to. Be ready and willing at once, be prompt and obey orders and by your works shall you be known. Keep yourself posted on all things going on in the Order as well as out of the Order. Go to your Division meetings and do your talking and kicking, and when you are out of the Division room keep your mouth shut about Order affairs unless you know absolutely to whom you are talking, and what you are talking about; for every body's business is no body's business.

Brothers be sure of your Division Committees. Put good level headed Brothers on your commit-

tees. See that the general committee of each system is early and thoroughly organized and ready for work. The year of 1892 is going to be a great year for the O. R. C. and Brothers, you are all expected to do your share to make it such; and I hope you will. Why, cannot our CONDUCTOR be in the hands of every member of the Order. At only one dollar per year it is the best and cheapest railway publication published by any organization, and our worthy editor spares no efforts to keep the standard away above par. Subscribe early and let the list be complete by January 1st, 1892.

Brother Editor, perhaps I have taken up too much of your valuable time and this will be consigned to the waste-basket by your side. But I hope not, as 259 will go for me if you do. So I will not try your patience longer and will close and let you all hear from us again after election.

Yours truly,

IRA YANTIS, COR'S 259.

A Suggestion.

MACON, Ga., Nov. 1891.

Editor Railway Conductor:

As it is well known among themselves, railroad employes are a long suffering, much enduring people. The general public knows little or nothing of them as a class, and less of the wrongs and injustices done them individually or collectively. Occasionally the public briefly reads of dissatisfaction or trouble, or a strike of the employes of a railroad—that is all. The public knows nothing of the just cause of the trouble. It knows only of the demand, the strike, the cessation of traffic and travel; and because it is incommoded and partially informed the employes are denounced as a revolutionary, arbitrary set.

The daily press, being influenced by the patronage of the railroad corporation, is careful to put in the briefest manner possible the "side" of the employes, but *in extenso* for the road. It is a matter of business with the newspaper, and very naturally it leans toward the side that gives it patronage.

Daily newspapers are, in a certain sense, public educators and mold the public mind. Corporations are quick to see what a powerful ally they have in an influential daily, consequently they "buy the good will" by liberal patronage.

Nearly every railroad employe takes one daily newspaper of the state in which he lives. Now, I suggest that all railroad men of each different state centralize their patronage upon one influential daily paper in the state in which they live. As has been said, newspapers lean toward corporations because corporations give them patron-

age. By centralizing all the patronage of all the railroad employes of the state upon one daily newspaper the employes will thus gain the influence of that paper, and through it the ear of the public. An agreement could be entered into between the employes and paper that, when occasion required it, the paper would send a special reporter and make known to the general public the impending trouble or cause of dissatisfaction before it assumed formidable proportions. By doing this the employes would gain not only a hearing, but the local sympathy and moral support of the state and section in which they live.

No individual or corporation (unless it be the immortal (?) W. H. Vanderbilt) is indifferent to public opinion; before a crisis is reached and a strike declared a corporation must yield to just demands or public sympathy.

The various divisions of each state of the different orders of railway employes may, by conferring together select a daily newspaper of that state, and tender it their patronage upon the grounds above stated. No paper will be insensible to the combined patronage of all the conductors, engineers, and other railway employes of the entire state.

This does not preclude the taking of the journals of the different orders, which should be liberally patronized, as they give special information upon all subjects pertaining to matters of vital interest to railroad men. But these journals rarely, if ever, reach the general public; therefore, I have suggested the advisability of a leading local daily, that reaches every class of citizens indiscriminately.

If this is worthy of consideration, Mr. Editor, will you not call the attention of our Grand Chief to it? And will he not confer with the heads of the various other orders of railway employes so that we can have a concert of action, since it is only by unanimous action that we can gain our point?

Faternally,

CONDUCTOR.

CONWAY SPRINGS, Kan., Nov. 26, 1891.

Editor Railway Conductor:

SIR:—In your November issue I noticed an article entitled: "Bear Hunting in the Rockies." Now, Mr. Editor, if you had been in company with the writer and Brother Town at Conway Springs in their famous bear hunt, you would have wondered how Brother Daniels ever passed through his terrible hunt of hunting bear all alone in Arkansas. Brother Town's three hairs stood straight up on his head, while I, his partner in crime—beg pardon—his partner in the bear hunt, was so agitated that I could not even ask him to take a drink, excuse me, a smile. But

as Brother Daniels would say: "Town look at our cub." While we have been isolated from civilization we often think of the many happy days, that have often come to our fond recollection of the past, and while I think of it let me thank Brother Clark for the good generalship he has displayed in bringing the rival order into our ranks, and at the same time let me say, they would sooner or later come into the fold, for Brother Welch, who is one of our conductor says: "Lord deliver us from all evils," and I am sure Brother Clark has done so. At last Brother Welch has passed around the sacrament water and we have all partaken of it. We are at last one and all in the same boat, and we trust the water will never become so shallow that we can not get our craft through, but it will always pull through. So now, good bye, and think kindly of the poor prodigal who will now leave you and who is banished to Rich Hill.

Yours in P. F.,

REID LENROD.

Editor Conductor:

What has become of the correspondent of Division 100? Being a member of that division I am always anxious to hear from them. The first thing I look for when my journal comes is news from that division. I am now located at Butler, Ind., and in due time will ask for a transfer card to Division 207. I tell you that Division 207 is a dandy and in a flourishing condition, and to say that they are "hustlers" is putting it rather mild. I am brakeing on the Wabash and making good time and am not sorry that I left the P. C. C. & St. L. R'y—would do the same thing again under the same circumstances. I will tell you the cause: I was suspended one week because the superintendent saw two "bums" on my train; they rode just four miles, so he said. I sent in my resignation and shipped my family and furniture here, and am glad I made the move.

I would say to some of the members of Division 100, that in the long run they will find out that it does not pay to discard old friendships for new, especially so soon after the old has changed places of residence. I trust that this may not find the waste basket, and I hope it will be answered by some one of Division 100.

Very truly yours in P. F.,

C. M. HARRINGTON,
Butler, Ind.

TOPEKA, Kan., Nov. 15, 1891.

Editor Conductor:

We have had a loss in Division 179 to-day by the death and burial of M. Murray, one of the most popular conductors running into Kansas

City. Brother Murray had been sick for the past six or seven months with Bright's disease of the kidneys. While his death was not wholly unexpected, we did not realize that it would come so soon. He leaves a wife and child and an old father and mother to mourn his loss, for indeed he was a kind and devoted husband, a loving father and dutiful son. The funeral service was conducted by the Order of Railway Conductors, Division 179, with the assistance of Chief Conductor Welch of Division 55, who read the burial service in a very impressive manner. Mrs. Murray has been surrounded by a host of friends who are ready and willing to share her grief and trouble. The Brothers showed their love and respect by attending the funeral in a body. The pall bearers were Brothers M. Patterson, D. Shafer, P. O'Brien, R. Stockton, C. Hay, C. Sullivan. There also was a large attendance of the engineers, brakemen and firemen—one of the largest funerals I have witnessed for some time, and it showed the respect that Brother Murray was held in by all branches of the railway service, and by all who knew him. As a friend there was none his peer, a good kind and loving husband who had never refused his wife the slightest wish. What use to say more? That we will miss him at the accustomed place? yes, and at 7:30 p. m. when the whistle of his train blows, the wife and mother may look for their darling, but in vain.

But my dear readers we should all read a moral from this. One year ago Brother Murray was examined by a physician and pronounced in perfect health; and he was the picture of health. To-day he is in the grave. We should all get our lamps filled and cleaned and everything in shape, for the Grand Chief Conductor of the Universe may call any of us next.

Division 179 is in fair condition. We obligated six new members from the ranks of the B. R. C. As I have written quite a long letter for the first will close for fear of the waste basket.

Yours in P. F.,

FRITZ.

BUFFALO, N. Y., Nov. 21, 1891.

Editor Railway Conductor:

At the last election of officers of Buffalo Division No. 2, the writer was elected division correspondent for one year. The year is now nearly past and it seems proper that I should, at least, favor THE CONDUCTOR with one communication; and I notice in the November issue some important matters worthy of free and full discussion. First in order is "ye editor's" decision as to obituary notices, which to my mind and opinion is a just decision. I have taken the trouble to

day to look through my file of CONDUCTORS, and I find about twenty obituary notices which are usually termed resolutions, that are almost word for word alike and will continue to be, for its next to impossible for any committee to find words to express their sympathy and condolence without using practically the same language from time to time. Now, instead of these resolutions I would suggest, that upon the death of one of our number or some member of his family, the Chief Conductor may designate some Brother, who is best acquainted with deceased, and let him forward to you notice of death with a brief biography of his or her life, for we certainly have within our ranks members whose biography would furnish such reading matter as would stimulate others, not to die, but to follow in the path of their worthy Brother. I have in my mind a conductor who was a member of the division located at Elmira, N. Y., until his death four or five years ago, and with whom I began my railroad life as a greaser on the local between Oswego and Hornellsville. My first impression was that he was a thorough gentleman. As time passed by I not only found him to be this, but also a christian, whose faith was well founded and who during his entire railway career, sought not only to do his duty to the old "Erie," but to win his fellow man. Let me add he was simply loved by all who knew him, as brakeman, as freight conductor, and for ten years as passenger conductor. Therefore, I say, resolutions of sympathy have no such weight as a brief sketch of this man's life would have, written up by some one (better qualified than myself) to do justice to his many noble traits of character.

Second. I notice with with pleasure the happy marriage of the B. of R. C. to the O. R. C., and I presume it safe to conclude that congratulations are in order. It really seems to me this union must prove of vast importance to both organizations, for in union there is strength, and we who are members of the O. R. C. can certainly congratulate ourselves upon the selection of so able and worthy a Grand Chief as we find in Brother Clark, and as will be seen by reference to the November issue *old Number Two* was not slow to show its appreciation and approval. Let other divisions speak up, it will at least encourage and stimulate your grand officers in the many arduous duties they have to perform, this one being as complicated as any. Its consummation is, however, a most happy result, and I venture the assertion, that Brother Clark can truly say now as never before in the history of the order: "United we Stand Divided we Fall."

Third, and last, by no means least. I notice the address by the Hon. L. S. Coffin in behalf of the B. of R. T. before the Board of Commission

for the World's Fair. This aged man pleading for the preservation of the holy Sabbath. Pleading, not only for the B. of R. T., but for all railway men. Is not this a step in the right direction? Is it not a step pleasing to the Supreme Chief Conductor of the Universe? It is to be devoutly hoped that every railway organization will join in this movement and push it to a speedy and successful termination. Is it possible that the men who we elect to represent us in our legislative halls and in our senate chambers have not enough christian character, not enough genuine manhood, not enough respect for those whose franchise materially aids in lifting them to the high official positions they occupy, to take some decisive step in behalf of the railway men and others who are compelled by corporation laws to utterly ignore the Sabbath, and by so doing utterly ignore the divine law, which plainly reads: "The seventh is the Lord's day remember and keep it holy?" But while we labor for the keeping of this day, do not let us lose sight of the fact that many a man desecrates this day more when off duty than when on duty. So that to begin a reform in this matter simply means, first clean the mote from your own eye, and when an opportunity presents itself for a Sunday at home, by all means let it be at home or at least with your family, and not as is too many times the case, the entire day spent in foolish revelry and intemperance. Hence you rob yourself of the rest you might have and you so much need, and unless some kind friend acting as dispatcher lays you on the side track, you are sure to wreck your soul and bring disgrace upon your associates and your noble profession. Let us work, let us hope, let us pray for a more strict observance of the Sabbath, and thus aid in bringing comfort and rest to thousands who now know not what the word indicates as bearing directly upon themselves, for in this matter, truly, we are our Brothers keeper.

And now, Mr. Editor, you can remodel and reconstruct this letter to suit your convenience and space. I think it safe to say you will not be troubled with me again, for my time will soon expire, and surely the verdict of No. 2 will be, that I am not deserving of reelection.

Yours in P. F.,

U. L. UPSON.

RAWLINS, December 1. 1891.

Editor Railway Conductor:

At a regular meeting of Laramie Division No. 142, O. R. C., at their hall Friday evening, Nov. 27th, the following resolutions were adopted:

WHEREAS, We, as members of the O. R. C., recognize the evil that has been worked and bad feeling engendered by two orders of conductors, therefore, be it

Resolved, That, we as members of Laramie Division No. 142, extend to our Grand Chief Conductor, E. E. Clark, our sincere thanks and endorsement of his efforts and success in consolidating the B. of R. C. into the O. R. C., and bringing them under one head.

Resolved, That these resolutions be spread upon the minutes of this meeting, and a copy be sent to our Grand Chief Conductor and one to THE CONDUCTOR for publication.

Yours in P. F.,

HARVEY SIMPSON, Sec'y.



TEXAS LAWS.

Guarantee and Fidelity Companies—Regulation of.

CHAP. 112.—[S. B. No. 276.] An act to regulate corporations engaged in the business of guaranteeing, or acting as security for the fidelity of persons in public and private offices, employments or positions, and the agents of such corporations, and prescribing penalties for failure to comply with the provisions thereof.

Section 1. Be it enacted by the Legislature of the State of Texas: That hereafter any corporation, organized or created under the laws of this state, or of any other state or territory, or of any municipality of such state or territory, or of any foreign government, sovereignty or municipality, for the purpose of issuing surety, guaranty or indemnity bonds, guaranteeing the fidelity of persons in private offices, employments, or positions of trusts and contracts, or for acting as security on any such bonds, shall file with the commissioner of insurance, statistics, history and agriculture, a certified copy of its articles of incorporation and all amendments thereto.

Sec. 2. Be it further enacted that such corporation shall file with the certified copy of articles of incorporation and amendments thereto, a copy of its by laws, together with the names and places of residence of its officers and directors and a statement of its assets and liabilities, showing its net capital stock and of what it consists, certified to by the president or secretary thereof.

Sec. 3. Be it further enacted that no such corporation shall transact any business in this state unless it is possessed of at least one hundred thousand dollars actual capital stock; and if the capital stock of such corporation consists, either in whole or in part, of bonds, mortgages, securities or other property than money, the commissioner of insurance, statistics, history and agriculture, shall require satisfactory evidence that the market value thereof is at least one hundred thousand dollars.

Sec. 4. Be it further enacted that such corporation shall, before the certificate of authority, hereafter provided for, is issued, deposit with the treasurer of this state, money or bonds or other securities, to be approved by the commissioner of insurance, statistics, history and agriculture, to

the amount of twenty-five thousand dollars, or shall produce satisfactory proof that such corporation owns real estate in this state the value of which shall be not less than twenty-five thousand dollars.

Sec. 5. Be it further enacted that the deposit or real estate required by the preceding section shall be held liable to pay any judgments that may be rendered against such corporation; and may be so decreed by the court rendering judgment against it. Nor shall such company be permitted to withdraw its deposit from the state treasury or to sell its real estate while any suit is pending or any judgment against it in this state remains unsatisfied.

Sec. 6. Be it further enacted, that such corporation shall file with the certified copy of its articles of incorporation a power of attorney, under its corporate seal, authorizing the commissioner of insurance, statistics, history and agriculture, or some designated agent, to accept service of any civil process for and on behalf of such corporation, and consenting that the service of any civil process upon the commissioner of insurance, statistics, history and agriculture, or designated agent, as the case may be, in any suit or proceeding in which the corporation is a party, shall be taken and held to be valid. Such power of attorney shall be embodied in a resolution duly adopted by such corporation, and shall be signed by the president, manager or secretary thereof officially. If any agent other than the commissioner of insurance, statistics, history and agriculture be designated by said power of attorney, he shall be a citizen of this state, and his full name and place of residence shall be stated in the power of attorney.

Sec. 7. Be it further enacted, that when any such corporation has complied with the provisions of this act, the commissioner of insurance, statistics, history and agriculture, shall issue his certificate of authority authorizing said corporation to transact business in this state.

Sec. 8. Be it further enacted, that any person who solicits business for or on behalf of such corporation or makes or transmits for any person

other than himself any application for guaranty or security, or who advertises or otherwise gives notice that he will receive or transmit the same, or who shall receive or deliver a contract of guaranty or security, or who shall examine or investigate the character of any applicant for guaranty or security than himself, or who shall refer any applicant for guaranty or security to such corporation, whether any of said act shall be done at the instance and request or by the employment of such corporation, or other corporation or person, or any person who shall issue indemnifying bonds or contracts, whose solvency and compliance with his said bonds or obligations is guaranteed, directly or indirectly, by any corporation, shall be held to be the agents of the corporation so far as relates to all the liabilities and penalties prescribed by this act.

Sec. 9. Be it further enacted, that any person who shall perform any of the acts or things mentioned in the preceding section for any such corporation, without such corporation having first complied with the provisions of this act, and having received the certificate of authority from the commissioner of insurance, statistics, history and agriculture, as provided in section 7 of this act, shall be deemed guilty of a misdemeanor and upon conviction for the first offense shall be fined in any sum not less than five hundred dollars and not more than one thousand dollars, and imprisoned in the county jail for the period of three months, and for each subsequent offense such person shall be fined in any sum not less than one thousand dollars and not more than two thousand dollars, and confined in the county jail for a period of six months,

Sec. 10. Be it further enacted, that any persons, association of persons or corporation, who shall accept any corporation created for the purposes, or either of them, mentioned in section 1 of this act, without such corporation having previously complied with the provisions and requirements of this act, and having received from the commissioner of insurance, statistics, history and agriculture, the certificate of authority provided for in section 7 of this act, shall forfeit as a penalty the sum of five hundred dollars, to be recovered by suit in the name of the state in any court of competent jurisdiction.

Sec. 11. Be it further enacted; that when any such corporation shall cancel a bond of guaranty or indemnity, or shall notify the employer of the person whose fidelity is guaranteed, that said corporation will no longer guarantee or be security for the fidelity of said person, or when said corporation has once guaranteed the fidelity of any person, or acted as security therefor, and on application refuses to do so again, it shall furnish

to such person a full statement in writing of the facts on which the action of the corporation is based, and if such action be based in whole or in part on information, all such information, together with the name or names of the informants, with their place of residence, and any such corporation failing or refusing to furnish such written statement within thirty days after a request therefor, shall be liable to the person injured in the sum of five hundred dollars, in addition to all other damages caused thereby, which may be sued for and recovered in any court of competent jurisdiction.

Sec. 12. Be it further enacted, that if any such corporation shall fail or refuse to comply with the provisions of section 11 of this act, the commissioner of insurance, statistics, history and agriculture, shall revoke the certificate of authority issued to said corporation.

Sec. 13. Be it further enacted, that corporations created for the purposes mentioned in section 1 of this act are hereby declared to be charged with a public use.

Sec. 14. The near approach of the close of the present session of the legislature, and the unjust discrimination now existing against employes of railroad companies, bonded by foreign companies engaged in business in this state, creates an imperative public necessity for the suspension of the constitutional rule requiring bills to be read on three several days, and the same is hereby suspended.

[NOTE.—The foregoing act was presented to the Governor of Texas for his approval on the 13th day of April, A. D. 1891, but was not signed by him nor returned to the house in which it originated with his objections thereto; nor were any objections thereto filed by him in this office after adjournment of the legislature, within the time prescribed by the constitution. This act thereupon became a law without his signature.—GEORGE W. SMITH, Secretary of State.]

Train service—Usual stop—Injury to Passenger—Negligence.

Where the plaintiff as passenger on one of the defendant's trains, was injured in consequence of attempting to alight from the car at the place of destination. She testified that she left her seat as soon as the name of the station was announced, and upon reaching the steps of the car found that the train had already started. Whether she stepped off or fell off was uncertain. Others testify that the train stopped an insufficient length of time. The conductor testified that he made the "usual stop." The night was dark, and no brakeman or conductor were present to assist the passenger, as the com-

pany's regulations required. *Held*, that the question of negligence upon the part of conductor and trainmen was a question properly left with the trial jury. The defendant having failed to satisfy the jury that the passenger, by her own negligence, had contributed to the injury, and as the company's negligence was clearly established upon the conduct of the trainmen, the judgment for plaintiff must be affirmed.

Leggett vs. Western N. Y. & Penn. R. R. Co.,
Penna. S. C., Sept. 27, 1891.

Injury to Passenger—Instruction by Conductor—Contributory Negligence.

First. Where a conductor stopped his train near a station where it is impossible for a female passenger to alight safely, but is directed by the brakeman to leave the car, and when upon the platform of the car the conductor instructed her to remain on the platform until the train drew up, the violent starting of the train occasioned the car door to suddenly close upon her hand while holding to the jam and injured her fingers. *Held*, negligence upon the part of the company.

Second. Where the conductor directed the passenger to remain on the platform, her failure to attempt to return to her seat was not negligence, since she had a right to rely upon his judgment, and act upon his judgment.

Third. An injury to a passenger while on a railroad train is *prima facie* negligence, whether caused by defects in machinery or by the acts of the servants operating the train. Plaintiff's Judgment Affirmed. *Ky. & Ind. etc. Ry. Co. vs. Quinkert*. Ind. S. C., Sept 16, 1891.

Right of Way—Deed—Consideration—Free Pass "Family."

Where a deed to a railroad company of a right of way over lands contained a condition that the "grantor and his family," should have free passage over the road in the cars of the company—*Held*, that the word "family" means those living in the grantor's house and under his management, and the right does not extend so as to include the grantor's grand-daughter, who does not live with him.

Dodge vs. B. & P. Railroad Co., Mass. S. C., Sept. 1891.

Note: This decision has attracted unusual attention. The word "family" it must be admitted, has a most elastic meaning stretching all the way from the wife, who may constitute the husband's "family" to include all the relations who descend from a common root. In general, it includes parents, children and servants, all whose domicile or home is ordinarily in the same house and under the same management or head. Yet the meaning to be given to the term depends

upon the connection in which it is used. The deed in question covenanted that the "grantor and his family shall have and enjoy the rights of free passage on and over said road in the cars of said corporation, their successors and assigns, as long as the land and appurtenances herein before described shall continue to be used for railroad purposes under the charter of said corporation." The grantor has been dead a quarter of a century, and has not had opportunity to exercise "dead-head" operations on the road, but his "family" unearthed the mouldy deed and personally appeared before the court in the form of a "fair grandchild" who earnestly pressed her claim to the right of "deadheading" or free passage. The court, however, was unsympathetic and decided that the fair petitioner was a too remote descendant of the grantor to be considered a member of his family. It will be observed that "family passes" of this nature are not issued as readily nowadays, and that land owners seldom take their pay for right of way in trade. "Family" tickets, however, were lately issued by some of the eastern railways, but no such question will arise as to their construction as they are good for one year only after issue. And the conductors are not likely to be captious or critical as to whether the holder of one of the family tickets is legally a member of the family as parent, child, servant or grand child.

Railway Excursion—Passage Without Ticket—Rights of.

In an action to recover damages for an illegal and alleged unwarranted expulsion from an excursion train it is *held*. (1) That a railroad company may run an excursion train at reduced rates and require passengers to purchase tickets as a condition upon which they shall obtain the benefit of such rates, and it may enforce this rule against all who by their own neglect or fault fail to comply with it. (2) If, however, a passenger is unable to procure a ticket through the negligent fault of the company, he may take passage on such train and upon a tender of the ticket fare will be entitled to all the rights and privileges that a ticket would give him. Judgment for damages affirmed.

Chicago, St. Louis & Pittsburg R.R. Co., vs. Graham Ind. App. Ct. Nov. 1891.

Injuries To Passenger—Evidence—Competency of Jurors.

Action to recover for injuries sustained in attempting to alight from defendant's train. Plaintiff's theory of the case was that the trainmen suddenly backed the train, just as she was about to step off the car, while defendant claimed that the train was in motion before plaintiff attempted to alight. The trial court gave plaintiff judgment for \$15,000. Defendant appealed.

Held, (1) That an action by a passenger against a railroad company for injuries sustained because of the sudden backing of the train just as

she was alighting, that testimony is admissible to show that there was no conductor or other trainmen at the depot platform assisting passengers in alighting, not as a basis for recovery, but as showing the surrounding circumstances.

(2) That the court properly instructed the jury that plaintiff was entitled to recover if the facts stated in her declaration are established by a preponderance of the evidence, as the sufficiency of the declaration is a question of law for the court.

(3) The fact that jurors, during the progress of a trial for personal injuries, have read newspaper statements giving the amount of the verdict in a former trial of the same action, does not render them incompetent. Judgment affirmed.

Sherwood vs. Chicago & W. M. Ry. Co., Mich. S. C., Oct. 30, 1891.

Note: There is a principal of law that no recovery can be had where an injury is sustained by reason of an attempt to either leave or board a moving train. In this case the evidence was conflicting as to whether the train was moving or suddenly backed. The negligence of conductor or trainmen in leaving passengers to alight unassisted was proven to show the surrounded circumstances.

Intra-State Commerce—Limited Ticket.

In a cause of action brought upon an indictment against the defendants the evidence showed that at the time of the alleged unlawful sale of 5,000 tickets complained of in the indictment, the Chicago, St. Paul & Kansas City R. R. Co., (of which the company defendants are the president and the general passenger agent, respectively) had on sale and publicly advertised for sale two kinds of tickets from St. Paul to Chicago—one class termed an "unlimited ticket," sold for \$11.50, and the other a limited ticket, sold for \$7. The published showing of such rates, was on file with the interstate commerce commission and was posted at the various stations and depots along the line of the road as required by law. These two classes of tickets, unlimited and limited, were accessible to every one who chose to buy them, so that there was no discrimination in the sale of either class of tickets. The government contended that the 5000 sold by the defendants at seven dollars each, were in reality unlimited tickets, and hence that the sixth section of the interstate commerce act was violated.

Upon arraignment and trial the court ruled, that where a railroad company has advertised one rate for unlimited first class tickets between certain points and a less rate for limited first class tickets between such points, it may sell at the latter rate

tickets which, though not limited as to time of use, do not entitle the holder to the right to stop over at intermediate stations, as is allowed under the unlimited ticket, since the requirement that the ticket shall be used only for a continuous passage renders it a "limited ticket." The jury was instructed to acquit the defendants,

United States vs. Eagan et al. U. S. Dist. Ct. Minn. July 9, 1891.

Note: The court intimated that the difficulty encountered in this case could probably be remedied by requiring a railroad company when it files its rate schedule with the commissioners to specify clearly in the schedule what is meant by the term "limited tickets," instead of leaving railroad companies to put their own construction on, and the public to speculate as to the term.

Master And Servant—Coupling Cars—Contract Of Exemption From Liability—Authority Of Conductor.

1. When a railroad company by a rule forbids its brakemen going between freight cars to couple them, and provides that coupling must be done by means of a stick, the company is not liable for the death of a brakeman who, in consideration of employment by the company, signed a written recognition of such rule, waiving all liability of the company to him for any results of disobedience thereof, when it appears that he understood what he was signing, that the company had provided coupling sticks for the train, and that the death was the result of disobedience of the rule.

2. That the paper signed by the injured brakeman was not a contract by the company exempting itself from liability for its own negligence. (But the negligence of the employe often charged against the company.)

3. That railroad conductors do not so far represent the company as to be authorized to rescind rules made by the company for the guidance of its brakemen in coupling cars.

Russell vs. Richmond etc., Ry Co. U. S. C. C. So. Carolina, Aug 14, 1891.

Color Line—Through and Local Transportation—Interstate Commerce.

A negro purchased a chair-car ticket, from Louisiana to Texas, and took passage, but when the train arrived at the border-line of Texas, he was, contrary to his wishes, transferred to a separate coach provided for the blacks, under the provisions of a local law; plaintiff claimed that the Federal law had been violated, and appealed to the Interstate Commerce Commission. The latter held that the Texas law affects local state transportation only, and all through passengers cannot be compelled to accept separate coaches.



JERSEY CITY, Nov. 18, 1891.

E. E. Clark, G. C. C. of O. R. C.:

Herewith please find my report of the organization of Jersey Central Division No. 307, Order of Railway Conductors, on Sunday Nov. 15th, at Jersey City, N. J., the members of which formerly constituted Div. No. 44 of the Brotherhood of Railway Conductors.

After examining the books and taking a list of the names of those who were entitled to membership as to the agreement and requiring each who presented himself to present his insurance policy. I then requested the chief conductor and secretary of Division 44, B. R. C. to sign a certificate as to the eligibility of all those whose names appeared on the application for charter which you will find attached to this report.

The special session of the Grand Division of the O. R. C. was called to order at 11:15 a. m., for the purpose of instituting Jersey Central Div. No. 307 with the following officers: R. McDONALD, Div. 169, D. G. C. C.; H. D. Staats, Div. 169, D. A. C. C.; Samuel Phipps, Div. 37, D. G. S. and T.; C. L. Martin, Div. 147, D. G. S. C.; N. Devoe, Div. 291, D. G. J. C.; J. Nicholson, Div. 169, D. G. I. S.; E. Queen, Div. 169, D. G. O. S., assisted by brothers from the following divisions, Nos. 169, 37, 291, 52, 162, 154, 147, and 9.

The charter members present, thirty in number, were then obligated and instructed in the secret work of the Order and constituted into a regular division of the Order of Railway Conductors, after which a recess was taken until 1:30 p. m.

Meeting called to order at 1:35 p. m. and we proceeded to elect officers which resulted as follows: Bro. W. F. Clark, C. C.; Bro. I. A. Bedell, A. C. C.; Bro. O. J. Freeman, S. and T.; Bro. Ed. Leek, S. C.; Bro. W. H. Jackson, J. C.; Bro. W. T. Sopers, I. S.; Bro. Geo. Terrill, O. S.; Division Committee, Bros. Bedell, Mulford, and Clark.

The officers were then duly installed in their respective offices, Bro. W. J. Maxwell of Div. 162 acting as marshal.

The division was then regularly opened in the

third degree for the purpose of explaining the form. Messrs. Rarick, Tuck and McGee, charter members, being in waiting, the division was lowered from third degree to first degree for the purpose of initiating them in regular form, after which the division was raised from second to third degree, and the brothers duly promoted in regular form, and I am proud to state that the officers who assisted me in the initiation and promotions performed their respective parts with great credit to themselves and to the Order.

All the work being completed as far as the institution was concerned, Bro. P. G. C. C., C. S. Wheaton, was called for a few remarks and he responded in a very fitting manner, as did also Bro. Sam'l Phipps. They were then compelled to close the division on account of a great number of the brothers being compelled to leave. From the present outlook there is no question but Jersey Central Division will be one of the best divisions in this section. Every member seems to be so enthusiastically in favor of our noble Order, notwithstanding statements to the contrary.

I received the copy of the protest made but not until after the organization, and I also saw the onesent to Div. 169 before the organization and I personally investigated and am happy to state that there is not *one* whose name is attached to the application who is not a regular conductor with more than the required experience, and the statement that there were some among them that never run anything but a parlor car is not correct.

This being my first experience as an organizing officer, I hope you will accept this report as satisfactory. If I have omitted anything I hope you will remind me of it or any errors which you may see, for nothing would please me better than to be corrected, so that if ever I should be called upon again I should know what was required. With success to you and to the Order I remain

Yours in P. F.,

R. McDONALD.

335 Varrick street, Jersey City, N. J.

[THE CONDUCTOR thinks "B3b" don't need any instruction.]

CANTON, MISS., Nov. 12, 1891.

Editor Railway Conductor:

Pearl River Division No. 304 is just added to the column and until the regular time for annual election her colors will be carried by J. W. Rust, C. C.; J. H. Bacon, A. C. C.; Wm. James, S. and T.; O. A. Harrison, S. C.; Charles Anderson, J. C.; E. M. Drummond, I. S.; W. J. Sutherland, O. S.; Trustees, Bros. Harrison, Bacon and Rust.

Owing to confusion of dates fixed for organization, there were not so many present as on the prearranged date, but by the aid of Bro. Hickey of 185, Bros. Wood and McIlwain of 149 and Bro. Betts of 108, we got along nicely up to the hour for the banquet and then the aid of the waiter was evoked.

The evening was pleasantly spent and then northward under spur and whip. When you come south stop and visit 304, I can recommend their treatment.

Yours in P. F.,

GARRETSON, G. S. C.

MT. CARMEL, Ill., Nov. 15, 1891.

Editor Railway Conductor:

I to-day organized Division 71 of the B. R. C., as Division 308 O. R. C. I initiated, prompted and advanced the members whose transfers and policies I enclose, also Bro. N. Admiral who will forward his policy to you direct. I also enclose records, charter and seal of the old division. You will find the transfers properly endorsed by the new secretary.

The officers of the division are: C. C., B. F. Shively; A. C. C., J. F. Chambers; S. and T., Chas. Fennill; S. C., E. B. Bache; J. C., N. Admiral; I. S., Wm. Gilmore; O. S., Jno. Stansill; Trustees, C. Jenkins, C. G. Evans, and J. F. Chambers, name Bluff City 308, meeting, first and third Sundays at 2 p. m., Union Hall.

Yours in P. F.,

GARRETSON, G. S. C.

ST. LOUIS, Mo., Nov. 16, 1891.

E. E. Clark, G. C. C. of O. R. C.:

In reply to yours of Oct. 30, 1891, I have the honor to report that on Nov. 15th, I went to Huntingburg, Ind., and organized a division of the Order in compliance with the law, to the best of my ability.

This division was formerly Div. 60, B. R. C., and after their business was all closed we commenced promptly at seven p. m. and the first degree was communicated but the second and third exemplified, after which the following officers were elected for the balance of the year: C. C., J. H. Decker; A. C. C., J. G. Cuppy; S. and T., G. W. Scott; S. C., G. W. Shomate; J. C., Harry

Cramer; I. S., James Miller; O. S., J. J. Smith, all of Huntingburg, and they were all installed except the J. C. and I. S.

The name is Patoka Div. No. 303, of Huntingburg, Ind., and the address of all the officers should be care of L. E. & St. L. Ry. I enclose you herewith the B. R. C. certificates of all the charter members who were obligated at this meeting, but am unable to send the policies for exchange as none of them had been notified to bring them; they will all be sent you in a very few days by Bro. Scott with applications for exchange.

The division starts out in good shape and I think they will have thirty members by Jan. 1, as they will get a number of transfers.

Please give Bros. Scott and Decker their number as soon as you can, and a seal. Hoping you will find all satisfactory, I am your truly in P. F.,

H. S. REARDEN, D. G. C. C.

CHICAGO, Nov. 20, 1891.

Editor Railway Conductor:

On Nov. 18, I reorganized B. R. C. Div. 28, at West Bay City into a division of the Order. After being duly constituted the following were elected as officers for the ensuing term: C. C., J. S. Ball, 206 Park ave., West Bay City, Mich.; A. C. C., A. Millington; S. and T., Wm. C. McGlone, 307 Dean street, West Bay City, Mich.; S. C., A. Cummins; J. C., N. Barnhart; I. S., Joseph Flynn; O. S., Chas. R. Adams.

Insurance policies for all together with books and seal I send by express. This division numbered twenty-four members, only eight were able to be present at the organization. They will, however, have quite a number of our present members of Division 192 who were former members of Division 62, when it was at Bay City.

They named the division Bay Div. 306, and they will meet on the second and fourth Sundays at 2 p. m., in I. O. O. F. Hall.

Yours in P. F.,

C. H. WILKINS, A. G. C. C.

SOMERSET, Nov. 30, 1891.

Editor Railway Conductor:

On Sunday, November 29, 1891, I organized Somerset Division No. 297, with 17 members, the following being elected as officers:

C. C., F. B. Gray, box 142, Somerset, Ky.

A. C. C., B. Milzenberg.

S. & T., R. T. Welch, Somerset, Ky.

S. C., H. A. Hutton.

J. C., Lon Barrett.

I. S., J. H. Arnold.

O. S., W. R. Hutchinson.

This division will meet on every Sunday at 2 p. m.

Yours in P. F.,

C. H. WILKINS, A. G. C. C.



FRANKFORT, IND., Nov. 22, 1891.

At a regular meeting of Clover Leaf Division No. 254, O. R. C., Sunday, November 22, 1891, the following resolutions were adopted:

WHEREAS, It has pleased the Almighty Ruler of the universe to remove from our midst by death, our beloved Brother, Stephen Johnson, who, by his pleasant and quiet manners had endeared him to us all. Therefore, be it

Resolved, That in the death of Brother Stephen Johnson we have lost a true and worthy member of the Order.

Resolved, That we extend our sincere sympathy to the bereaved wife and Mother of our Brother and commend them to Him who doeth all things for the best though they seem to us sometimes hard.

Resolved, That these resolutions be spread upon the minutes of our Division and a copy sent to the friends of our deceased Brother, also to THE CONDUCTOR.

Resolved, That, being desirous of showing our respect for the memory of the deceased Brother, Stephen Johnson, it is ordered that our charter be draped in mourning for thirty days.

S. W. MERRILL,
F. M. BEARDSLEY,
C. A. HOWARD,
Committee.

WHEREAS, The All-wise God, in his divine wisdom, has seen fit to transplant from our number to that beautiful home above, one of our sweetest and brightest little jewels, Nannie Loomis. How sad it is to lose one so pure and bright, one whom we all had learned to love for her sweet and gentle manners and beautiful face. Nannie was one of our charter members and the first to leave us forever. Therefore, be it

Resolved, That in the death of little Nannie our Sunday School has lost a faithful and lovely little scholar.

Resolved, That we extend to her bereaved parents, brothers and little sister and friends our sincere sympathy in their sad bereavement and pray that God will be with them in their afflictions and comfort their sad hearts.

Resolved, That these resolutions be spread upon the records of our Sabbath School and a copy be sent to the family of little Nannie Loomis.

MRS. O. M. LYONS,
MRS. A. N. SMITH,
Committee.

The above was read and adopted by the Presbyterian Chapel Sabbath School on Sunday, October 11th, 1891.

W. B. ALEXANDER,
Superintendent.

EDWARD JOLLY,
Secretary.

FRANKFORT, IND., Nov. 1, 1891.

To the members of Clover Leaf Division No. 254, Order of Railway Conductors.

WHEREAS, It has pleased Almighty God in his mysterious providence to remove from our midst, your dear brother and our esteemed friend, the late John W. Worley. And

WHEREAS, The fact has been constantly in mind, that death is a level to which all mortals must come and we are painfully cognizant of the fact that your deceased brother has come to this level which mortal man cannot evade. And

WHEREAS, In the loss of your brother, which, "we trust will be his gain," we are brought to see the realities of the good qualities that he possessed, namely: Good citizenship, a kind and fond parent, a loyal friend to the Order of which he was a member. Therefore, be it

Resolved, That we, the members of Clover Leaf Lodge No. 299, of the B. of R. T., do extend to you, our heartfelt sympathy in your loss of your brother. And, be it further

Resolved, That we, the aforesaid members, do sadly miss your late Brother, J. W. Worley, for the noble bearing that he carried in life. And be it further

Resolved, That we pray Almighty God, that he, in his bountiful providence will protect those whom your deceased Brother, J. W. Worley, left behind him. And, be it further

Resolved, That the duration of life is so short we ought to improve the time to work and strengthen the bond of fraternity that joins man into one solid brotherhood. And, be it further

Resolved, That we humbly bow in submission to the will of Almighty God, and we pray for his consolation in all our sorrows and his help in all our trials.

You fraternally,

JAMES HARRIS,
Secretary Division No. 299, B. of R. T.

PINE BLUFF, ARK., Nov. 11, 1891.

Our hearts were saddened when we heard of the death of little Bessie, daughter of Brother Marion Graves and wife, which occurred on Aug-

ust 9th, but sadder still, when on the following day, little Harvey was called to accompany his little sister up to the golden gates that stood ajar waiting to receive those bright faces. They were taken sick with that terrible disease, diphtheria. Bessie was a beautiful little girl, aged six years; and Harvey, a bright, manly little fellow, aged three years. Why God, in his infinite wisdom, called these two beautiful children away, thereby making doubly sad and sorrowful the home of our dear Brother, we know not; but one thing we do know, that heaven will be made brighter by their presence there. Therefore be it

Resolved, That we extend to Brother Graves and wife our heartfelt sympathy in this their doubly sad bereavement. May they bow in humble submission to God's will, feeling that he doeth all things well and that just yonder, two little voices are calling, come up higher; and, while the hearts of father and mother may seem almost breaking, may they have the christian's sweet hope and trust of meeting those dear little angels that will be waiting just inside the golden gates where sorrow and separation never comes, and may they feel that Bessie and Harvey have only gone a little before to make sure that the heavenly tie be stronger.

P. J. CONLEY,
S. L. WAINWRIGHT,
Committee.

At a regular meeting October 11th, of Ogilvie Division No. 105, a committee was appointed to draft suitable resolutions in reference to the great suffering brought upon our beloved Brother Williamson in the death of his devoted daughter.

WHEREAS, It has pleased Almighty God to remove from the family of our Brother Williamson, his beloved daughter.

Resolved, That we, the brothers of Division No. 105, do extend to Brother Williamson and family our deep sympathy in this their hour of trial and suffering.

Resolved, That a copy of the above resolutions be presented to the afflicted family and a copy also forwarded to the Journal for publication and same be entered upon the minutes of the Order.

R. E. HARRIS,
WM. COCKE,
HUNTER CUTLAND,
Committee.

At a regular meeting of Topeka Division No. 179, O. R. C., held at their hall Sunday, November 15th, 1891, the following resolutions were adopted upon the sudden and sad death of Brother Michael Murray:

Our relations with him were most intimate and we acknowledge our inability to do justice to his noble life and character; a man of his word with the sacred ties that bound him to us, noble in every action, proud of his calling, faithful and ambitious in every walk of life; a model husband,

his devotions to his wife approaching idolatry; but his work is done, he has made his last trip, gone to his reward. Therefore be it

Resolved, That in the death of Brother Murray this Division has lost a valuable member, a friend and companion, who was dear to us. Further

Resolved, That this Division extend to the bereaved wife and aged parents our sympathy in the dark hour of distress and sorrow, and commend them to him who does all things well. While yet in the morning of life and the height of his usefulness he has departed leaving in our minds and hearts a shining reflection of his character as a man and a member of our Order. Further

Resolved, That in memory of our departed brother we drape our charter for a period of thirty (30) days, that a copy of these resolutions be placed on the Division room record, a copy be presented to the bereaved wife and parents of our deceased Brother, and that they be published in THE CONDUCTOR.

By order of committee,
C. H. BARTHMEN,
WM. BEALES,
A. FERGUSON,
Committee.

SIoux CITY, IOWA, Nov. 10, 1891.

WHEREAS, Sioux City Division No. 232, Order of Railway Conductors, were most graciously tendered a special train by the management of the C., St. P., M. & O. R. R. to attend the burial of Brother H. H. Hunter, of Hartington, Nebraska. Therefore be it

Resolved, That Division No. 232 is under many obligations to Mr. H. S. Jaynes, Superintendent, and the officers of the C., St. P., M. & O. R. R. for courtesies extended and assistance rendered, for the special train placed at our disposal November 1st. And be it

Resolved, That we appreciate such kindness. And be it further

Resolved, That a copy of these resolutions be sent to Mr. H. S. Jaynes and that they be printed in THE RAILWAY CONDUCTOR.

A. R. COX,
S. A. BENNETT,
H. A. SHAFFER,
M. CARRIGG,
W. W. FLACH,
Committee.

PINE BLUFF, ARKANSAS, Oct. 11, 1891.

The death angel has, for the first time, visited our esteemed Brother, C. H. Loomis and wife, and removed from their little circle their lovely little daughter, Nannie, aged 6 years and 3 months, who died October 9th, 1891, after a severe illness of seven days, of scarlet fever. She was the most patient little sufferer, never complaining. She had just started to school for the first time, but her school life was destined to be a short but sweet one. Therefore, be it

Resolved, That Cotton Belt Division No. 251

extend to Brother Loomis and wife our heartfelt sympathy in this their sad bereavement, and while we cannot understand all of our Heavenly Father's dealings with us now, some sweet day the mists will have cleared away, and then our sorrow will be turned to joy everlasting, eternal in the heavens. While many of us by experience know something about the hours of sadness that will come to them when they gaze at the empty pillow and the vacant chair, we would remind them that little Nannie has gone to be with Him who has said, "Suffer little children to come unto me and forbid them not," that their loss is her gain, and this dispensation of God's providence is but one more inseparable link in the golden chain that binds them to their heavenly home, where sorrows and tears are never known and joy supremely reigns. Many were the messages of condolence received by Mr. and Mrs. Loomis and the floral tributes poured in from many friends.

P. J. CONLEY,
S. WAINWRIGHT,
Committee.

TROY, N. Y., Nov. 14, 1891.

At a regular meeting of Thomas Dickson Division No. 171 the following resolutions were adopted:

WHEREAS, It has pleased God in his infinite wisdom to permit the death angel to enter the house of our esteemed Brother, Jas. Buckley and take away his beloved wife, who died September 10th. Therefore be it

Resolved, That we extend to our Brother our most heartfelt sympathies in his sad bereavement. And be it further

Resolved, That the secretary spread these resolutions on the minutes, transmit a copy to Brother Buckley and send a copy to THE CONDUCTOR for publication.

THEO. BUSSENA,
EUGENE BUMP,
D. O. GIBBS,
Committee.

McCOOK, NEB., Oct. 27, 1891.

WHEREAS, It has pleased the Grand Chief Conductor of the universe, to call from our midst our beloved friend and Brother, L. W. Thatcher, who died at his home in Rantoul, Illinois, October 15, 1891, and, while we humbly bow to the will of Him who doeth all things well, we do not the less mourn the loss of our Brother who has been taken from us.

Resolved, That by the death of Brother Thatcher, Division No. 95 has lost a worthy member, the company an efficient conductor and parents an obedient son, and whose vacant chair in our Division will ever remind us, that in the midst of life we are in death.

Resolved, That while our sympathy cannot assuage the sorrow, which time alone can heal, we, nevertheless, extend to the parents of our deceased Brother our heartfelt sympathy in their bereavement, ever remembering we are traveling upon the level of time to that undiscovered country from whose bourne no traveler returns.

Resolved, That a copy of these resolutions be

sent to the parents of the deceased, and to THE CONDUCTOR for publication and that our charter be draped in mourning for thirty days.

FRANK KENDLEN,
C. W. BRONSON,
W. G. REDDIN,
Committee.

MONTREAL, Aug. 26, 1891.

DIED—On May 20, 1891, wife of our Brother Chief Conductor, J. S. Randolph of Mount Royal Division, No. 75.

At a regular meeting of Mount Royal Div. No. 75, August 26th, the following resolutions were adopted:

WHEREAS, It has pleased the Almighty God in the dispensation of his divine providence to call from earth the beloved wife of our worthy Chief Conductor, J. S. Randolph; therefore be it

Resolved, That we, the members of Mount Royal Division, No. 75, O. R. C., tender the bereaved husband and family our most heartfelt sympathy in this their affliction; and be it further

Resolved, That a copy of these resolutions be sent to THE RAILWAY CONDUCTOR for publication.

WM. HOSTLER,
E. HOLLAND,
J. MULLIGAN,
Committee.

BOONE, Iowa, Sept. 22, 1891.

At the last regular meeting of Boone Division No. 34, Sept. 20th, the following was unanimously carried:

WHEREAS, God has taken from our beloved Brother and Sister, W. H. Simpson and wife, their little daughter, Susie Orlean, aged four years.

Resolved, That we extend our sympathy to our Brother and Sister in their bereavement.

W. B. PARKIN, Sec'y.

NASHVILLE, Tenn., Sept. 26, 1891.

By the solemn decree and final summons our all wise and Grand Conductor of this universe, our worthy Brother Daniel C. Searcy, of Rock City Division No. 135, of the Order of Railway Conductors, by a sad casualty which occurred at Dresden, Tenn. on June 23, 1891, has suddenly answered the Final Call to his eternal reward. Therefore be it

Resolved, That in this death of our Brother Searcy, our Order of Conductors has lost one of its best members, a gentleman and christian in whose life and character was exemplified the cordial principles of our Order.

Resolved, As members of Rock City Division No. 135, we pledge fidelity never to cease to venerate his virtues and embalm in our hearts the memory and worth of our departed Brother of whom it could be said, to know him was to love him.

H. B. RIDLEY,
H. J. WIGGS,
W. N. BILLINGS,
Committee.



That great American periodical, *The Century*, is going to outdo its own unrivaled record in its programme for 1892, and as many of its new features begin with the November number, new readers should commence with that issue.

In this number are the opening chapters of "The Naulahka," anovel by Rudyard Kipling, the famous author of "Plain Tales from the Hills," written in collaboration with an American writer, Wolcott Balestier. It is the story of a young man and a young woman from a "booming" Colorado town, who go to India, he in search of a wonderful jeweled necklace, called "the Naulahka" (from which the story takes its name), and she as a physician to women. The novel describes their remarkable adventures at the court of an Indian maharajah. Besides this, *The Century* will print three other novels during the year, and a great number of short stories by the best American story-writers.

The well-known humorist Edgar W. Nye ("Bill Nye") is to write a series of amusing sketches which he calls his "autobiographies," the first one of which, "The Autobiography of a Justice of the Peace," is in November. This number also contains a valuable and suggestive article on "The Food-Supply of the Future," which every farmer should read, to be followed by a number of others of great practical value to farmers, treating especially of the relations of the Government to the farmer, what it is doing and what it should do. This series will include contributions from officers of the Department of Agriculture, and other well-known men will discuss "The Farmer's Discontent," "Co-operation," etc., etc.

A celebrated Spanish writer is to furnish a "Life of Columbus," which will be brilliantly illustrated, and the publishers of *The Century* have arranged with the managers of the World's Fair to print articles on the buildings, etc.

One of the novels to appear in 1892 is "A Story of New York Life by the author of "The Anglomaniacs," and the magazine will contain a great deal about the metropolis during the year,—among other things a

series of illustrated articles on "The Jews in New York." In November is an illustrated description of "The Players' Club," founded by Edwin Booth, and one of the features of the splendidly illustrated Christmas (December) number is an article on "The Bowery."

To get *The Century* send the yearly subscription price (\$4.00) to The Century Co., Union Square, New York, N. Y. or \$4.50 to this office for both *The Century* and *THE CONDUCTOR*.

The publishers of *St. Nicholas*, that famous young folks' magazine, are offering to send a sample copy, free of charge, to any father or mother who would like to consider the question of taking a children's magazine during the year to come.

Certainly if that question is up for discussion in any household *St. Nicholas* will be the magazine selected. From its first number, in 1873, the pens of the greatest writers in the English world, and the pencils of the most famous illustrators, have been at its service. Tennyson, Longfellow, Bryant, Thos. Hughes, Whittier, Bret Harte, Bayard Taylor, Mrs. Burnett, Miss Alcott, Donald G. Mitchell, George Macdonald, Mrs. Oliphant, Professor Proctor are a few of the many great names which have been upon its list of contributors. Mrs. Mary Mapes Dodge is the editor. Everything in it is illustrated.

In 1892 there are to be serial stories by Brander Matthews, Lieut. Robert H. Fletcher (the author of that charming book, "Marjorie and Her Papa,") Laura E. Richards, William O. Stoddard, Charles E. Carryl, (the author of *Davy and the Goblin*), and Francis Courtenay Baylor. There will be short stories by Thomas Nelson Page, Mary E. Wilkins, Mary Hallock Foote, Richard Malcolm Johnston, Octave Thanet, General O. O. Howard, and many others, with papers of travel and adventure by J. T. Trowbridge and Lieutenant Schwatka, and useful articles on "How Columbus Reckoned," "William the Conqueror," "Volcanoes and Earthquakes," "Straight Lines and Circles," etc. In "Strange Corners of Our Country," the Great American Desert, the

Cliff-Dwellings of Arizona, and other interesting places, will be described, and in "Honors to the Flag" and "Boys and the National Guard" the patriotism of the young readers will be aroused and stimulated. Julian Ralph is to describe "The Making of a Great Newspaper," and the arc and incandescent electric lights are to be clearly explained.

Applied Christianity what *St. Nicholas* teaches;—unselfishness, faithfulness, courage, truthfulness—these things are taught in a 100 ways by stories, poems, and pictures. Do you need such an assistant in your work with your boys and girls? If so, and if you are not already familiar with *St. Nicholas*, send a postal card to the Century Co., Union Square, New York, N. Y., and ask to see a sample copy. A year's subscription to *St. Nicholas* makes a splendid Christmas present, for it brings Christmas twelve times a year.

The Christmas number of *Scribner's Magazine* contains ten illustrated articles, in which is represented some of the best work of well-known artists, including L. Marchetti, Albert Moore, Howard Pyle, E. H. Blashfield, F. Hopkinson Smith, Herbert Denman, and Victor Pérard. Following the precedent of previous Christmas issues, there is an abundance of short fiction. There are a poetic legend of the Christmas tree entitled "The Oak of Geismar," by Henry van Dyke; a stirring tale of the Franco-Prussian War, "A Charge for France," by John Heard, Jr., with illustrations by Marchetti, the eminent French artist and pupil of Detaille; an artist's story of "Espero Gorgoni, Gondolier," by F. Hopkinson Smith, with the author's own illustrations; another of George A. Hibbard's charming short stories, entitled "A Fresh-water Romance," a tale of the great lakes, the interest of which centres about an old propeller; and "A Little Captive Maid," by Sarah Orme Jewett, which is the story of a cheery Irish girl, whose service made easy the last years of an old New England sea-captain. This instalment of Mr. Stevenson's story, "The Wrecker," describes vividly a voyage on the Pacific, and the arrival at the deserted island and the wreck around which the action of the story moves. In addition to this notable fiction, is an appreciative article on Albert Moore, the English painter, who passed fifty years of age without recognition by the Royal Academy, and yet has achieved a unique position with artists and critics for the original quality of his work. The most richly illustrated article in the number is "Afloat on the Nile," by Mr. and Mrs. E. H. Blashfield.

The Monthly Balance published by the Brotherhood of Station Men has been discontinued and hereafter a page of the *Neodesha Register* will take its place. While we regret to note the failure of the station men to give *The Balance* such a support as would warrant its continuance, the *Register* will undoubtedly serve them as well as an individual paper for the present at least. By the way, is there ample room for two organizations of station men? And why would it not be a good idea for those directly interested to see if there is not an opportunity for a wedding between the Brotherhood and the Agents Association?

We are in receipt of No. 2 of *Railroad Lighting*, published by Pittsburg Division No. 2 of the O. of R. T. and while it is principally of local interest it is not uninteresting to the general reader. We wish it success.

The Railroad Telegrapher comes to us this week with A. D. Thurston as editor, Mr. Wagoner having retired on account of ill health. Mr. Thurston retires from the position of executive of the O. of R. T. to edit the *Telegrapher* in order to be at home and endeavor to rest after the laborious duties of the past and Mr. D. G. Ramsey, assistant grand chief, assumes the position of acting chief. That Bro. Ramsey will successfully fill the executive position, is a matter of course but if Bro. Thurston finds much rest in his new position, his experience will be different from that of the majority of these who have to do with the "lever that moves the world."

The Christmas *Wide Awake* is as gay as old Santa Claus himself, and it is a big pack of holiday delights. Its exquisite frontispiece, in color, is from the terra cotta bas-relief. "Day and night" by Caroline Hunt Rimmer, daughter of Dr. Rimmer the late famous Art Anatomist. Rarely has anything more beautiful been given in a magazine. Perhaps the story that will attract the most attention is the first one of the "Fair Harvard" series, "The Stuff as dreams are made of," by John Mead Howells, the son of W. D. Howells, a good proof that there is something in heredity. The opening story is as delicious as fresh; "How Christmas came in the Little Black Tent," by Mrs. Charlotte M. Vaile, with two illustrations by Irving R. Wiles. "Christmas with 'Ole Sherman'" is an incident of the war, from the rebel standpoint, in which General Sherman figures genially. In her story "The Fairy Content," Mrs. Jessie Benton Fremont is at her brightest and best. "Queen Margaret's Needles" by Susan Coolidge, is an historical ballad of Norway. Another fine ballad is "The Fourth Little Boy," by Mary E. Wilkins, with seven pictures by Childe Hassam. Still another is "Santa's Re-proof," by Emilie Poulsson. "The War of the Schools," by Capt. C. A. Curtis. U. S. A., is a splendid snow-balling story. "Captain Joe," is a particularly bright and fresh war story by a new Southern writer, Helen Keene. "In Arctic pack-Ice" is a thrilling story by Lieut.-Col. Thorndike, the first in the series of "One Man's Adventures."



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

WM. P. DANIELS, EDITOR AND MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

THE EDITOR "CLUB"-BED.

TOPEKA, Kansas, Nov. 13, 1891.

To the Editor of the Conductor:

I have read with profound astonishment your articles in recent issues of THE CONDUCTOR, relative to the action of railway employes in different states, with reference to political matters. It has always appeared to me that politics was one thing, above all others, that should be kept out of the official journals of labor organizations, for the reason, that the members of these organizations belong to different political parties, and it would be a matter of impossibility to publish an article on political affairs, without treading on the toes of a greater or less number of the members of these organizations—for instance, the articles mentioned by me. I think I am safe in the assertion, that to publish an article of that kind, the editor could do so only from one of two causes, namely: from sheer ignorance of the situation, or a pecuniary or political interest. Either of which deserves the condemnation of every member of the Order.

To demonstrate the correctness of my theory, I will use for illustration my own state, Kansas. In 1890 fully two-thirds of the railway employes voted the people's party or alliance ticket straight; and by their votes a house of representatives, largely alliance, was elected.

Feeling the need of legislation, a committee consisting of seventy-eight members, representing all the various orders in the railway service of Kansas, was appointed to attend the legislature and secure, if possible, the passage of such bills, as would remedy what we believed to be, existing evils. That committee sought and obtained an audience with the house committee on railroads, and on presenting the matters they desired incorporated in bills for passage, were informed in language not to be misunderstood, that the wants of railroad employes were nothing to them. Perhaps I can give no better illustration of how the railway committee and their requests were received by this alliance house railway committee than by quoting the chairman's own language, which was: "Damn the railway men, we are not here to make laws for railroad men; we come here to make laws for the farmers; there are a damn sight better men in my county working for their board."

We were slow to believe that this man voiced the sentiment of his party, after listening to so many pledges and promises made us during the

campaign, but were forced to the conclusion after interviewing the different alliance members of the house, who one after another told us that we could have no consideration at their hands.

Out of all the bills we presented to them for passage, but one ever got through in time to be considered by the senate. The remainder was either killed in the house or pigeon holed by their committees.

This same alliance house of representatives had a bill (No. 581) before it, empowering the board of railroad commissioners to fix the salary of every railway employe, from the highest to the lowest; and providing for a fine of \$100 against every employe who should remain on duty more than sixteen hours, and that they should be subject to removal at the option of the state board of railroad commissioners.

We were told times without number, that we were getting fifty per cent too much money for our work, and were cited to farm hands for an example, who were working, in many instances for their board.

As evidence that the committee of employes was acting for those it represented, rather than the railroad companies, I have but to refer to the bills prepared and presented, by said committee, to the house for its consideration and passage.

You say that the rates now in effect in Iowa do not injure the railway employes. Let us see. By turning to page 12 of the report made by the board of railroad commissioners of Iowa for 1889, we find a reduction in railway employes of 5,594 for the first year after the maximum rate bill went into effect. And on the same page of the same report a reduction of \$1,406,827 is shown in the pay roll. If the amount of money received by the railway companies had nothing to do with this reduction of forces, and the pay roll, will you please tell us what did? The commission of your state charge it to the decrease in inter-state traffic on account of this legislation.

[Inter-state traffic affected by state legislation? Better read the report again, Bro. Mitchell.—ED.]

I would also cite you to the circular issued by the Chicago & Grand Trunk Railway in Michigan to their employes in relation to the tax on the gross earnings of the road, notifying them of the necessity of reducing their forces; such cases are numerous, and the effect upon the companies and employes are alike detrimental.

[See page 465, August issue for our opinion of this circular.—Ed.]

Your criticism on the railway employés of Kansas for the stand they took with reference to railroad legislation, and the charge that they were in the interest of the railway companies, instead of their own, together with your assault upon the Employés Railway Club, is an insult to every railway employé in Kansas. There is now in Kansas, your assertion to the contrary notwithstanding, branches of this club, and the employés are about to establish a state club, and there are a large number of conductors who belong to the O. R. C., officers and members of the club; and your charge that they are or will be manipulated by the companies or their managers is not complimentary to their good sense or judgment, but is a reflection on their sincerity in the interest of themselves and fellow employés.

Your theory that the interest of the farmer and that of the railway employé is identical, I think erroneous, for the reason that what the farmers raise and have to sell, we have to buy; and of course the farmer wants the very highest price for all he sells, while we want it as cheap as it can be obtained. For our commodity (labor) we want the highest price, while the farmer wants it at the very lowest—in fact says we are getting "fifty per cent. too much, hence the high rates the farmers have to pay." I fail to see the mutual interest.

And again, the old story that the employé must fight the railroad companies on any and all occasions, and not help to protect their interests, when it does not interfere with their own, is the rankest kind of treason to those who furnish us the means of earning our bread. It has always appeared to me that the railway company and its employés were in a business sense, joint stockholders in the property, the company furnishes the money to build and equip the road, while the employés furnish the brain and muscle to operate it. Without one the other can't exist; and it is the duty of one, and the desire of the other to make the investment a profitable one; and for one or the other of these stockholders to work against the common interest of the other shows a lack of principal and business sense. When it comes to dividing the earnings, then it is another matter to be determined between themselves—hence our protective organizations. I am not a radical upon the other side of the question; but think we should endeavor to strike the happy medium—that which will bring the greatest good to the greatest number of people; nor do I believe that raising an issue between the railway companies and their employés and the farmers will aid in bringing about such a result. We are all citizens together, and as such have inalienable rights that each must respect.

In Kansas there are employed on the 8882 miles of railroads 28,279, men and women, their aggregate annual salary in 1890 was \$15,450,242, about \$2,000,000 more than was required to pay all taxes in the state, and this money was paid out by the employés for Kansas provisions. At least 75 per cent of our members have families which would swell the railway population of Kansas to fully 120,000 consumers. Hence, from a business view, would it not be against the farmer's interest to cut the rates so low that the companies would be obliged to dispense with our services?

thereby driving us into some other field of industry—perhaps that of farming—making of ourselves producers instead of consumers, which would necessarily cheapen farm products. Then the wages of those employés remaining in the railway service would be cut down so as to forbid the purchase of anything beyond the absolute necessities of life, and that in small quantities. On the other hand we cannot afford to have the number of producers reduced as that would cut down the supply and raise the prices of our bread stuffs and provisions.

[If we had written this letter and had just stated that railway employe and farm interests are *not* largely mutual, such a strong argument that they *are*, would have been omitted.—Ed.]

When it comes to deciding where the organization of railway employés shall stand in a political campaign, it seems to me that their duty to their families, themselves and their employers is plain; and if an officer or a private in our organization should become a candidate for political preferment, I feel safe in saying that the members will aid him in his ambitions, providing that the issue is not anti-railroad; with such an issue, the employés can illy afford to stand by even one of their own number who stands pledged to do all in his power, in an official capacity, to embarrass and cripple the railroads, thereby killing the goose that lays the golden egg. With such action on our part, I imagine that our grievance committee would receive but little consideration at the hands of our employers when asking that our wrongs be righted.

When our official organs advocate the theories advanced by anti-railroad demagogues, then the duties of our grievance committee become more arduous and their appeals less effective. This thing of holding up the railroad corporations to the public gaze as pirates on the people, and finding fault with their management, is a pastime in which I think our journals can illy afford to engage.

I for one have never felt it my duty or to my interest, to join in the cry "Down with the railroads." For when they go down, the employés will descend with them. Nor do I believe it to be our duty to make war on these demagogues until they attempt legislation that is antagonistic to our interests, as they did at the last session of the Kansas legislature—see house bill No. 581, referred to above—and then I think it is time to call a halt; and I believe I voice the sentiment of a very large majority of the railroad employés in Kansas when I enter my protest against us being made the football to play out the game of bluff and villification between the editors of THE CONDUCTOR and *The Railway Age*.

You say "Mark the efforts of the employés in Kansas to help the roads and see what it cost them." Such language is a direct insult to every railway employé in the state, and should be resented in a way that it would be felt by its author. Such language could only emanate from one grossly ignorant or maliciously false, of the questions at issue in our state; coming from one who owes his position, sustenance and the vehicle (THE CONDUCTOR) which he uses to wheel us into public notice, to the Order of Railway Conductors, of which Order we are a part; is in very bad taste to say the least.

We concede him the right to point out to us our fraternal course, through THE CONDUCTOR, but fail to see where he obtains the right or authority as an editor, to even suggest, much less dictate a political course for our Order. When you attempt to shape or control the politics of our Order, it is clear to me that the motive underlying such action is self aggrandizement, rather than the advancement of, or good of the Order. I have no fault to find with any man aspiring to official position, political or otherwise, but do object to the prostitution of the columns of our journal, THE CONDUCTOR, for the purpose of elevating its editor, and at the same time detracting, if not destroying, the influence it would otherwise exert for our good. Such a course subjects the members of the Order to unfavorable criticism by other labor organizations, both in and out of the railway service.

Your precious effort was copied by almost every alliance sheet in Kansas, and they used it as a club against us in the late campaign; and yet I can say without fear of successful contradiction, that not a single member of our Order was influenced to change his views thereby, or vote their ticket; but it did give our enemies an opportunity to hold us up to ridicule, by certain branches of the public press, which, with the knowledge of the unjustness of the assault, made it doubly hard for us to contend with.

I write this article for the purpose of vindicating the orders of railway employes in general, and those of Kansas especially, for the part they took in politics within the last year; I believe that our action has strengthened our Order, and that we will receive recognition in legislative councils in the future that have heretofore been denied us. In other words, we have no regrets for past actions, and will be found in the future, as in the past, standing shoulder to shoulder working for the good of the Order, although it might, as you say, "jeopardize my seat on the board of railroad commissioners."

Yours in P. F.,

W. M. MITCHELL,

Member of Winfield Div. No. 245, O. R. C.

In a personal letter accompanying the above production, Bro. Mitchell complains that THE CONDUCTOR has singled out the employes of Kansas; that they have been wronged, are entitled to "vindication," and reminds us that they are "entitled to it by reason of ownership of THE CONDUCTOR;" requests us, if it is not printed to "return at the earliest convenience, together with the reasons for declining it, that we may seek a vindication through the *Railway Age* or some like reputable railway journal." From these extracts, readers will readily see that Bro. Mitchell fully appreciated the fact that his article was, by reason of its general tenor, deserving of rejection, but he certainly has been a very superficial reader of THE CONDUCTOR or he would not fear rejection of any "article" on account of its abuse of the editor. The italics in the matter quoted are ours and merely to indicate to the reader that Bro. Mitchell apparently desires to class THE CONDUCTOR, *The*

Firemen's Magazine, *The Switchmen's Journal* and *The Trainmen's Journal* as disreputable for the reason that they have and do oppose the Railway Employes Club. An old and homely, but trite proverb might be appropriately quoted here. It does not require a personal appeal nor any threats to procure the publication of the letter, but we wish to suggest to Bro. Mitchell that the article is not published because of the claimed ownership of THE CONDUCTOR. The Order of Railway Conductors owns and publishes THE CONDUCTOR, but that does not give any member the right to make unfounded charges against the editor in its columns. In the sense that politics means partisanship, politics will be excluded from THE CONDUCTOR so far as any political party is concerned. So far as politics means the best interests of the Order of Railway Conductors and its members, our opinions will be expressed without fear or favor and uninfluenced by threats such as those in this communication or any others.

So far as the people's party or the alliance as a political party in Kansas or elsewhere is concerned, THE CONDUCTOR has nothing to say in their interest or behalf, nor has it engaged in any partisan effort whatever, but we certainly do advise against creating antagonism between the railway employes and the farmer's alliance as a labor organization. We believe as Brother Mitchell says he believes, that partisan politics should be kept out of railway employes publications; we believe further that the organizations themselves should be kept out, and for that reason we have resented the efforts of outsiders to connect the Order with a political organization of employes, and have used such influence as we possess to keep members of the Order out of a political class organization. That a member of the Order holding a position like that held by Bro. Mitchell should descend to such insult as to charge that the editor prostitutes THE CONDUCTOR, and his opinions for pecuniary or political gain is surprising to us and will probably be to the Brother himself when he sees it in cold type and has time to reflect a little. Such charges are unworthy of notice or denial. The assertion is made that in 1890, two-thirds of the employes of Kansas voted for the people's party candidates. About that time THE CONDUCTOR warned railway employes against supporting Sockless Jerry by stating, that in its opinion, employes would find in his opponent, a man pledged to their interests and who would do the most for their benefit. This though was "treading on the toes" of Bro. Mitchell.

THE CONDUCTOR has said nothing of railway employes in Kansas that can possibly be construed into anything like an insult, except by those who

like the Wolf in Æsop's fables, expect the dirty water to run up the stream. Neither has THE CONDUCTOR any word of apology or support for the legislation that defeated what he believes to be just legislation that was asked for by employes; or for language used by representatives of the alliance party. It has simply pointed out, or endeavored to, that it is folly for the railway employes to antagonize the largest class of people in the northwest by long odds, and its only reference to Kansas employes has been to show, that the action of the alliance legislature was simply what might be expected and what would come in other states if the farmers were needlessly antagonized. We do not profess to be acquainted with the situation in Kansas so far as rates are concerned, but we assume in the absence of proof to the contrary, that the charge that railways have taken the same course there that they have in other states is true and that the demand for some regulation, is a just and natural one and when the employes used their influence to defeat any such regulation, it was not surprising to us, that those who demanded it should retaliate. A farmer is of pretty much the same nature as other men, including the railway employe, and when he receives a blow, the natural impulse is to strike back again.

When the employes opened the fight by attacking this movement for some regulation of rates, it is not surprising that the farmers struck back by opposing legislation asked by the employes; nor is it particularly surprising that under the circumstances, the language quoted by Bro. Mitchell, should be used by some representative of those who favored the measure the employes opposed; it is not claimed by any one, that there was any opposition to the employes of railroads and their interests until *after* they had opened the merry war by attacking the rate legislation; we do not know what this proposed rate legislation was and it may have been manifestly unfair, and if it was there is excuse for the action of the employes, though we think it would have been better for them if they had waited until there was actual danger of its enactment without changes that would make it reasonably fair, and further, we do not doubt but some members of the Order, may have used just as unfair and abusive language about farmers as is quoted by Bro. Mitchell. Facts are stubborn things to get over or around, and like many another good man, when Bro. Mitchell found facts against him and was at a loss for argument, after rehashing the old and incorrect statements that have been used so often, he falls back upon denunciation and abuse. THE CONDUCTOR has stated only facts in regard to Kansas; it is a fact that during the winter of 90-91, in Kansas where the employes antagonized the farmers, they got nothing but abuse; in other states where the Order and other organizations attempted to procure legislation, they were with very few exceptions, entirely successful: it is useless for us to present again, facts that have been presented in the columns of THE CONDUCTOR, that completely refute the extravagant claim made by railway interests, that legislation in Iowa has injured the employes; in Iowa as elsewhere, it has given the companies an excuse for reducing expenses and increasing profits by cutting off employes, while both the gross and net

earnings were steadily increasing. THE CONDUCTOR noted the C. & G. T. circular at the time of its issue, and noted the fact that because of a very slight increase in its taxes it proposed to cut off a hundred thousand dollars from its employes wages; again, like many others who have fallen short of legitimate argument, Bro. Mitchell sets up a huge man of straw by asserting that THE CONDUCTOR is inimical to railways, and that it holds to the idea that the employes must fight the companies upon all occasions, and proceeds to knock him "galley west." We might here follow the example set for us and say, that such an accusation could only emanate from "sheer ignorance" or "a pecuniary or political interest," but we do not believe in that kind of argument, and do not intend to use it. The present editor of THE CONDUCTOR has, as we have recently noted, never hesitated to take issue with employes or any one else in behalf of railway companies where we have believed justice to be on their side, and we have unhesitatingly condemned those who are always ready to create differences and wrangles between railway companies and their employes. We have already devoted much more space than we intended or than we believe Bro. Mitchell's article requires, for we do not believe that the average railway employes can be misled by these *ex-parte* assertions without evidence, no matter how many times or by whom repeated and reiteration does not make them true.

It is perhaps true that there is *now* in Kansas, branches of the Employes Club of Minneapolis; at the time we wrote, there was not, or else the officers and representatives of the club misrepresented the matter. We are sorry to learn that members of the Order in Kansas are, to any great extent, members of the club, and we believe that inside of the next three years, those who are now members will acknowledge their error. We do not charge that the employes of Kansas will be "manipulated" by the companies or any one else, but we state a fact when we say, that the club has in the past been manipulated by railway officers and in the interest of railway companies, the "reputable" *Railway Age* to the contrary notwithstanding, and whether there is any such manipulation in the future or not, the result to the employe will be the same; it will be believed that there is and we will suffer for it. That legislative reduction, or rather evening up of rates, has had no influence on wages is evidenced by the fact that wages have steadily increased with the increase of organization, and were it not for the organizations, the pay of the railway employe would go down, no matter whether there was any legislative restriction or not. We are glad to say that in Iowa, while the club has made progress, it has as a rule been let severely alone by conductors and in fact by all trainmen; and every conductor with whom we have talked in regard to the subject, including some few who are connected with the club, now say that it was a mistake and that it has planted the seed of a division in this state that will result in evil to employes. THE CONDUCTOR does not wish to dictate the political course of any one, but it does wish to use its influence to keep the Order and its members out of and clear from a political organization that it believes will be an injury to them. That we are wrong, the future may demonstrate; if so, we will acknowledge the error and try to profit by the

experience, but so long as the writer remains editor of THE CONDUCTOR he will advise what he believes to be for the best, and if his course is not satisfactory to the majority of the members, the way is plain for them and no one will acquiesce more cheerfully in their decision inviting him to step down and out than the editor, nor will it be necessary for Bro. Mitchell to wait any longer to carry out his implied threats than the time it will take him to convince a majority that his accusations are true, and that some other will better serve the interests of the Order. The editor does not owe his sustenance to THE RAILWAY CONDUCTOR nor does he expect or wish a single member to "stand by" or sustain him in any way through fraternal consideration and against their convictions; he does expect justice at their hands and believes that the great majority, even of those who differ with him on this matter will condemn the insinuations and uncalled for accusations in the communication.

That no member or reader of THE CONDUCTOR may be in doubt as to one thing, we wish to say that there certainly has been no intent to insult any employé in Kansas or elsewhere, and we regret that any one should consider a statement of facts as to Kansas, an insult.

At a time when defeat was certain and on the condition that he would not be "asked to make a canvas" the writer, contrary to his wish, permitted himself to be named for a political office; the result was flattering to his egotism, but it did not create an insatiable itch for political office, strange as it may seem to some.

Sincerely regretting the occasion that seems to us to require a slight infraction of the rule not to reply to personal attacks (and this one would have been unnoticed, if from any other than a member of the Order), we hope Bro. Mitchell's temper will cool sufficiently to permit him to be civil before sending another communication, but then if it don't, we'll "prent" it just the same.

AN INSULT RESENTED.

"In the late election in Iowa the full weight of the consolidated railroad corporations was thrown into the scales, thousands of employes being coerced in the casting of their ballots in behalf of Peter A. Dey, and to a considerable extent in favor of the whole democratic ticket. The action of the so-called association of railway employes, while it was manipulated by high railroad influence, was only a small feature of the interference of the companies in the election. * * * * * When an official can sit down in his office in Chicago the day before election and tick off on the telegraph the orders that will control the votes of thousands of employes, in the late Iowa election ought to give the farmers some notion of what prodigious political machines the railroad corporations might be under government ownership."

We wish to express in language as emphatic as is at our command, condemnation of the gratuitous insult to employes contained in the above quotation. It is used in connection with the recent election in this state and for political purposes only. The editor of the *Journal* knows or he might know if he would, that the railway employes of Iowa and of the United States are not controlled by any such methods, and no orders will influence their votes. That orders were issued from Chicago is true; that they influenced the votes of employes, so far as train men are concerned at least, is entirely untrue, and by a very little inquiry the *Journal* writer could have learned that it had the opposite effect

to that intended. It is true that employes detailed by their officers to "work for Dey," did not openly refuse to obey the order, and some of them were glad of the opportunity while others who would otherwise have supported Mr. Dey to the best of their ability, resented the attempt to control them and voted for Mr. Campbell; the writer personally knows this to be true in this vicinity and is reliably informed that it is true all over the state wherever the control was attempted. Three years ago an attempt was made by the railway companies to control the votes of their employes and the *Journal* was one of those that pointed proudly to their failure to do so because the result was in its favor politically, but now because its political candidate suffers, it is willing to jeopardise the welfare and interests of all the employes of railroads in the state, foment ill-will and discord between the employes of railroads and other interests, particularly the farmers, simply to gain a little political prestige and advantage. The defeat of Mr. Campbell was caused not by railway employes, but by fair minded men of the state who have opposed radicalism on either side. Mr. Campbell has been the radical member of the commission and was appointed commissioner when on the point of leaving the state to make his residence elsewhere, and for that reason alone should never have been on the commission. The writer individually supported Mr. Dey because he believed him to be the ablest and the fairest man that has ever served on the commission and not because of his political affiliations, just as he would support Mr. Smith, for instance, if such a man as Mr. Campbell should be the opposing candidate. But for the open effort of the railway companies to defeat him, Mr. Campbell would have been defeated three years ago, but the opposition of the railways created a suspicion against Mr. Lund, that drove thousands of democratic farmers to the support of Mr. Campbell, while a great many employes who otherwise would have opposed him, voted for Mr. Campbell to resent the effort to drive them. THE CONDUCTOR condemns political organization on the part of railway employes because of the opportunity it gives to railways to use such organization and the suspicion it creates, that in using the organization or pretending to do so, they also control the members. The *Journal* should imitate the fairness of the *Belle Plaine Union*, its political ally, which says the railroad boys did not scratch the republican ticket. The *Des Moines News*, a paper that did more for Mr. Campbell than all the other dailies combined, acquits the employes of the charge of being controlled, though it condemns the attempt of the companies to control them.

We have been to considerable trouble to collect facts and evidence in relation to the recent election in Iowa so far as railways and their employes are concerned and had intended to give the record of the political organization known as the Railway Employes Club, which was used to the future injury of the employes of Iowa, and which has, together with the statements of the *Railway Age*, given the excuse for just such attacks as this one, but space prevents. Suffice to say, that while we do not attempt to speak for others, we do know, that the trainmen were not handled or controlled in any way, and that as a rule they kept out of the Club and free from its influences.

RAILWAY EMPLOYEES EXCEPTED.

A brief query in the October CONDUCTOR in regard to the Traveler's Insurance Company, has called out a number of communications from agents of that company, most of them temperate and courteous, but included in the number is one which accuses us of a malicious attempt to injure the company. With those who read THE CONDUCTOR regularly, it is probably not necessary for us to say there is no malice on our part nor a desire to injure any. We have also received a number of inquiries from conductors who hold policies in the Traveler's. Among the first communications received was one from Bro. O. T. Johnson of Des Moines Div. No. 38, who stated that the company issued but one form of accident policy that he knew of and that it contained the words "railway employes excepted." We asked Bro. Johnson to send us a copy of the policy issued and he promptly complied and this policy *does* contain the words above quoted and it is asserted by the agents generally, that all policies contain them. While we might make a technical point against the language used, we do not desire to do so and there is no question but that any court would hold the company for injuries to an employé while getting on or off a train who held a policy with the above words inserted. We do not know that there has ever been a question raised by the company as to such an injury. A member of the Order some time since, sent us some policies held by him and among them one issued by the Traveler's; the form of this policy was materially different from the one sent us by Bro. Johnson. In a casual reading of the conditions, the one noted in the October CONDUCTOR attracted attention and the entire policy was given a careful reading to see whether or not the policy did cover injuries received while getting on or off a moving train, as it seemed singular that any accident insurance company should issue such a policy to railway employes, or that employes should accept such a policy although the latter is not to be so much wondered at, for probably not one in ten of the railway employes insured in any company, read their policies; they take the agent's word or take it for granted that "it's all right," and we believed that it was due to the members of the Order who read THE CONDUCTOR, that attention should be called to it. The item in the October number was written with the policy referred to, lying on the desk before us and while it is perhaps a possibility that the words in question *were* in this policy and overlooked, we are only willing to admit that it would be a very remote possibility indeed. We have asked the holder of this policy to kindly return it for a second inspection, but to the date of this writing, no reply has been received. In reply to the inquiries of policy holders, follow the advice given by the company: "READ YOUR POLICY" and if the sentence in reference to injuries received while "entering or trying to enter or leave a moving conveyance using steam as a motive power" contains also the words, "railway employes excepted," it is all right and does cover such injuries; if your accident policy, (whether in the Traveler's or any other company,) does not contain this exception, better have it cancelled. For the benefit of the gentleman who sees "malice" in the former notice, we again assure him there is none, many of the agents of this company being

members of the Order and several, warm personal friends of the writer, and as by that former notice and this one, the company has been brought to the attention of more conductors than by all their paid advertising for the past year, he ought to send a check to THE CONDUCTOR instead of accusing it of malice.

The editor of the *National Federationist* says, that a personal letter received by him from a member of the B. of R. C. complains, that members of the Order exult unduly over the consolidation, and by their talk and actions create ill will and a disinclination on the part of members of the Brotherhood to accept the agreement. That this complaint has some foundation in some few instances is perhaps true, but it is only in the case of individual members, and so far as we have been able to learn, where there has been anything of this kind, it has been called out by some special provocation. As an instance, one member of the B. of R. C. complains *now*, because, as he alleges, some member of the Order has told him that he will not be admitted to a division of the Order without a ballot. In the opinion of THE CONDUCTOR, this member who was chief conductor of a division of the Brotherhood, has given good reason for what he has been told; when the circular notifying members of the agreement was first received, he dropped into the "Majah's" net and took particular pains to make prominent the fact that he would be d—d if his division would accept the agreement or go into the Order, and he only changed his course when he found that his division was practically unanimous against him. Neither the *Federationist* or members of the Brotherhood should mistake the exceptions for the rule, no more than the Order should hold the Brotherhood and all its members responsible for such cases as the one cited above, or for the utterances of the managers of the abortive attempt at repudiation of the agreement.

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Divisions 14 and 100 have called a meeting of representatives of all Divisions in the state of Ohio at the hall of 100 in Columbus, to be held January 14th, 1892, at 10:00 a. m., for the purpose of uniting in a recommendation of some one for the position of railway commissioner and they present the name of Bro. John F. McVean of Cleveland. Bro. A. G. Boddy is also a candidate for the position. Either of these Brothers will make an efficient and faithful officer if elected and we believe the conductors and railway employes of Ohio generally are entitled to some recognition on the commission. Whoever receives the endorsement of the majority of the Ohio divisions may be assured of the cordial and hearty support of THE CONDUCTOR.

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The *Texas Organizer* is a four page semi-monthly paper published at Yoakum, Texas, in the interests of the O. of R. T., in Texas. It is vigorously edited by Bro. J. M. Clark, who, we believe, is an operator on the Aransas Pass, and the second number announces a system federation of the members of the Order, O. of R. T. and B. of L. E. on that line.

The secretary of 262 inquires for J. D. Heaney, who was last heard from in Pittsburgh, Pa.

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If Bro. Frank J. Horton will send his address to the secretary of Division No. 249, he will receive several letters that are being held for him.

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January 23d, 1892, at the Clifton House in Chicago, the general committee for the Chicago & Northwestern system will hold its annual meeting.

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S. P. Maderia, is back again attending to business on the Colorado Midland. Sid says South America is a good country, but Colorado is good enough for him.

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The C. M. & St. P. offers a reward of \$2,500 for information that will lead to the arrest and conviction of the men who robbed a train near Milwaukee recently.

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A recent issue of the *Daily Telegraph* of St. John, N. B., devotes a couple of columns to a brief history of the railway employés organization in the Province.

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A recent issue of the *Sunday Globe* of Toronto, Ont., contains excellent portraits of a number of well known members of the Order who are employed by the Grand Trunk.

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Division No 246 of Wymore, Nebraska remembered ye scribe and cordially invited him to be with them on the occasion of their third annual ball, Thanksgiving night. Sorry we could not be with you.

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We are under obligations to Bro. J. H. Thompson of San Luis Potosi for some fine views of Mexican scenery and character. We are coming down there to see for ourselves some of these days, Bro. Thompson.

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THE CONDUCTOR is in receipt of a finely illustrated catalogue of the society emblems manufactured by Chas. F. Irons of Providence, R. I. Mr. Irons, Harvey & Otis, and E. L. Logee & Co., all of Providence, are licensed to use the patented emblem of the Order upon jewelry, and both dealers and members are cautioned in regard to purchasing or using any made by any other than the above firms.

The Railway Agent's Journal is published by the Texas Division of the Railway Agent's Association at San Marcos, Texas, and is a seven column, four page monthly paper, price \$1 per year. We X with pleasure.

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The Union Labor Advocate is a new candidate for the support and patronage of the labor world. It is published at Atlanta, Ga., is a weekly, seven column, four page paper and its terms are one dollar per year.

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The third annual ball of Sheridan Division No. 238 is to be held New Year's eve in Odd Fellow's Hall, Chillicothe, Missouri. From the names on the invitations, THE CONDUCTOR is assured that the ball will be a complete success.

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An unusually heavy stock has been prepared by the firm of Jos. P. Wathier & Co. for the holiday trade and their prices are always way down. Send ten cents to pay postage and receive from them an elegant illustrated catalogue.

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The *Hartford Times* comes to us with an account of the recent "Old Reliable" convention held in that city. Among the portraits it gives are several familiar faces, president "Wabash Bill" Beckley, Harry Feltrow and Ed. Morrell among the number.

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Several new advertisements appear in our columns this month and we hope that our readers will give the patrons of THE CONDUCTOR an opportunity to quote prices when they need anything advertised in its columns. It is to your interests to do so.

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Mrs. Margaret Meily of Albuquerque, New Mexico, wishes to learn the present location of her son, Samuel Meily, last heard from in Hope, Idaho. Any reader who can give any information will confer a lasting favor on Mrs. Meily.

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Bro. C. S. Rogers of No. 19 has been appointed city passenger agent for the L. S. & M. S., at Grand Rapids, Mich., and residents of that city who want to go anywhere will have to look sharp if Bro. Rogers don't capture them for his line.

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The *Rochester Advertiser and Chronicle* was a trifle out of the way in announcing the editor of THE CONDUCTOR as a candidate for the senate in

Iowa; the opportunity offered itself but was declined, not through any fear of the result of the contest, but because of the almost certainty of success.

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As the time approaches for the different state legislatures to meet, we give in this number, one of the laws adopted in Texas, and recommend that this subject be taken up in other states; this law needs some slight changes however. We shall give others later.

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Bro. P. J. Hewitt of Division No. 46 desires information of his brother, Dennis Hewitt, who has generally followed the avocation of either a brakeman or fireman. Any reader who can send Bro. Hewitt any information will confer a great favor. Address Green Bay, Wis.

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LOST STOLEN OR STRAYED.—From Denver Div. 44, Bros. D. H. Crandall, G. C. Davis, W. P. Granville and A. L. Mann. Any information as to their present location will be kindly received. GEO. GRIFFITH, Secy. of Denver Div. 44, O. R. C., Room 11, 1625 Champa street, Denver, Colo.

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Hiaawatha Division No. 240 gave a grand ball at the Casino in Marquette on the evening of Nov. 23, and provided free transportation to ticket holders. It is needless to say that it was a success and we regret that business prevented us from accepting the invitation to be present.

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Bro. H. S. Reardon, formerly one of the accommodating passenger conductors on the "Air Line" division of the Mackey system, will hereafter be found at East St. Louis; he has recently been appointed superintendent of terminals at that place, an important and responsible position, but one which he is capable of filling.

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Major Morris Division No. 41, will open the season in Chicago by a grand reception at 5127 State street, Friday evening, December 18th. Special suburban trains will be provided for the free accommodation of those who attend. THE CONDUCTOR was remembered and we hope to meet many friends who will attend.

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For the seventh time, the Pope Manufacturing Co. have supplied us with their annual memorandum calendar. It appears this time in a new, and more convenient form, the stand being made of sheet metal finished in ivory black. This company manufacture the celebrated Columbia bicycles.

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We have had on our desk for several weeks, Samson and Moloch, a book of sermons delivered by Rev. J. M. Driver of the M. E. Church, Fort Wayne, Ind., but have so far failed to find the time to read or review it. It is published by the Patriotic Publishing Co. of Chicago and will be commented upon hereafter.

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At the Leland Hotel in Springfield, Ills., on New Year's eve, will occur the fifth annual ball of

Lincoln Division No. 206, and any one who has attended any of the four preceding ones, will need no urging to attend this one. A representative of THE CONDUCTOR hopes to be among the fortunate ones and hereby returns thanks for an urgent invitation to come early and stay late.

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Al Vannaman has been acting in an "ungentlemanly manner" again. He has unearthed crookedness in connection with some of the county institutions. Bro. Al is as straightforward and honest in dealing with public affairs as he has always been in the Order and his personal business, and consequently is considered "ungentlemanly" by those whose crookedness he exposes.

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The Marquette, Mich., *Daily Times* gives a full and interesting account of the recent hop given by Division No. 240 for which we wish we could find room. The attendance was fully fifteen hundred and the ball was a success financially as well as socially and demonstrated that the boys of the upper peninsula know how to run a dance as well as a train.

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Bro. A. L. Carey, late Insurance Commissioner of North Dakota, is now engaged in the real estate business in Fargo and if he works as hard for himself as he did for the state organizing its Insurance Department and getting it in running order, he will make lots more money than he received from the state. Bro. Carey was the first Insurance Commissioner of the new state.

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Ye editor is in receipt of a complimentary to the second annual ball given by Osawatomet Div. No. 137, which is to be held in the Agnew Opera House; Monday evening, December 28th. Many thanks boys. By the way we have forwarded Garretson's invitation to him via. Cape Town so that it will reach him about the 29th, and he will thus be saved any regrets on account of inability to attend.

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Commencing with a trial advertisement of only three inches three years ago, A. A. Marks, the celebrated artificial limb manufacturer is so well pleased with THE CONDUCTOR as an advertising medium that the space was increased first to half a page and with this number a full page is commenced. To those of our readers who are unfortunate enough to need anything of the kind, we recommend Mr. Marks.

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Among those who find THE CONDUCTOR one of the best mediums in existence, are Ely Brothers who favor us with a renewal of their catarrh advertisement. This enterprising firm now put up their celebrated cream balm in a bottle with a metal, screw top, calculated for train men to carry in their pockets. The price is fifty cents and the firm is reliable and responsible.

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A correspondent in the *Railway Age* suggests and the *Age* approves the suggestion, the formation of a railway political party, to be composed of stockholders, officers and railway employees. Railway companies as well as employees may well pray to be saved from their friends. It will be a

sorry day for all interested in railways when anything of this kind is possible, but thank Heaven it is not possible.

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We have been requested to publish a letter written by a certain agent employed by the Cotton Belt in which he charges all the freight conductors on the road with dishonesty. We do not do so simply because we believe both letter and man beneath the notice of any member of the Order.

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The "Big Four" is just now learning by its own experience what it might have learned by the experience of various other roads. In order to save the vast fortunes that its conductors were accumulating by retaining the company's revenues, it placed ticket collectors on its trains. It recently placed a number of them under arrest charged with "holding out" and selling tickets and the claim is made that the losses of the company have been very large. We can't say that we sympathize with the company very deeply.

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Mechanical and Electrical Progress, devoted as its name implies, to the interests of mechanics and electricians, comes to us from Philadelphia and from the number now on our desk, we judge it will meet with success; certainly it will deserve it if succeeding numbers equal this one. Those interested in either electricity or machinery should send to the publisher, J. C. Johnson, 925 Chestnut street for a sample copy. It is one dollar per year.

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Bro. J. E. McCarthy, a well known member of Pocatello Div. No. 209, and one of the charter members of the first division on the Pacific coast, No. 115 at San Francisco, has been appointed chief dispatcher of the Washington Division of the U. P. R'y. with headquarters at Walla Walla. A couple of years ago, Bro. McCarthy retired from railway service and engaged in the real estate business, but like many another who has made the effort, he could not resist the unaccountable fascination of the rail.

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Bro. Wm. Sims, chief conductor of Division No. 240, proved himself a "handy man to have 'round" recently: a trio of "short trick" men had robbed a passenger of a large sum of money and while he was gone after the conductor, the "tin horns" stopped the train and took to the brush, but Sims, appreciating the fact immediately that something was wrong, started on foot after them and succeeded in capturing one, who was taken to the first station and turned over to the police. He offered the trainmen a hundred dollars to let him go.

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"Recent events have clearly proven the one great need of the railway service at the present time is a thoroughly fearless and independent journal that can afford to and will under all circumstances publish what it conscientiously believes to be the truth, without reference to the schemes, interests or intrigues of any grand officer or the special claims of any organization." *Railroader and Railway Service Gazette*.

And who so well qualified to publish such a journal as Martin and Left?

A neat little blotter lies on our desk which announces that W. B. Rice is the sole proprietor of a fancy grocery store at Wilkinsburg, Pa., rejoicing in the title of "The When." Just why such a title is selected is a mystery to us but we have no hesitation in advising our readers in Wilkinsburg to call on Bro. Rice "When" they need anything in his line. If Bro. Rice uses as good judgment in selecting his stock as he does in his reading matter, it's sure to be of the best; he says *THE CONDUCTOR* is one of the most welcome visitors.

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We regret sincerely to learn of a serious accident that befel Brother V. P. Hart. He fell recently and broke his disabled leg and dislocated the knee joint. The leg that was injured had been amputated below the knee some years ago on account of a railway accident, and it is now so seriously injured again that it will be impossible for Brother Hart to use his artificial limb for a long time to come. Brother Hart is now city collector, and if he is a candidate for re-election in the spring, the boys at Sedalia should and undoubtedly will see that he loses nothing by being obliged to make his canvass on "three legs."

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A few days ago a man who signed "Mark Wilton Larkins. O. R. C., Division 32, Meadville, Pa.," was in town making himself acquainted. By a communication received at this office from the headquarters of the Order at Cedar Rapids, it seems that there is something shady about the gentleman's conduct. Members of the Order should look out for him. He went south from here.—Arkansas City. (Kas.) *Evening Dispatch*.

The records in this office show that no one by the name of Larkins is a member of Division 32, and that there is no Mark Wilton Larkins in the Order.

We repeat the above caution, "look out for him."

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On the 25th of this month Bro. F. A. Tillman of Div. No. 142, and Miss Milia Rankin were united in matrimony. We wish Bro. Tillman and wife all the joy imaginable, and may his star of prosperity forever shine brightly, and may they both be happy for evermore. Look out Frank and don't get out among the boys too often and neglect your little better half.

Every wedding says the proverb
Makes another—soon or late.
Never yet was any marriage
Entered in the book of fate
But the names were also written
Of the patient pair that wait.

F. M. CARTER.

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Phoenix like, the *Railway Service Gazette* "rises from its ashes" with a November number and the announcement is made that its publication will be continued as the *Railroader and Railway Service Gazette* by the "Railroader Company" with Jno. Martin as manager. The name of the editor for certain financial reasons, does not appear while manager John Martin is none other than the late assistant grand chief conductor of the B. of R. C., whose scheme to prevent the consummation of the consolidation did not "pan out" well. When the "Majah" got to the end of h's rope, he telegraphed to C. W. Martin of the *National Federationist* to come to Toledo and endeavored to un-

load the "organ" upon him. Mr. Martin learned something of the financial situation and declined to bite. The reason for the publication by a "Railroader Company" is of course apparent.

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An unfortunate creditor tackled an attorney of persuasive manner and eloquent tongue, but unsound business principles, for the repayment of a long-standing loan of \$5. "My dear fellow, come up into my office and let us talk this over," said the dulcet voiced attorney. "And let you make it \$10, not by—sight,," was the prompt reply.—*St. Louis Chronicle.*

**

The *Railway Age* states that it *knows* that railway companies were not interested and made no effort to influence their employes in Iowa during the recent campaign. In view of the fact that four days previous to the day of election, officers began to take men from their runs and instructed them to do political work, a fact that is well known and easily established, it appears that even a publication which is "reputable" and "reliable" as compared with the publications of the organizations of employes in the opinion of some few of the members, may sometimes be mistaken to say the least, and the fact that this statement is made several days after the facts were a matter of public notoriety would not seem to be much of an argument in favor of the reliability of the paper that says it *knows*.

**

A contemporary wonders why it is that the switchmen have endorsed the old link and pin coupler instead of the so-called automatic hooks; the reason is simply, that while it is dangerous enough in all reason to couple cars with the old link and pin couplers, the danger is increased an hundred fold when it is necessary to couple with a link to a hook coupler and of the 1,200,000 freight cars in the country, only 200,000 have automatic couplers leaving a million without; railway companies say that it will take them ten years to finish equipping this million with hooks and the switchmen think of the terrible increase of the sacrifice of life and limb that must come by the increased necessity of coupling these hooks with links. The adoption of an automatic link and pin coupler, of which there are good ones in existence, will give a better coupler, prevent the increased fatality to employes and be in the end, cheaper for the companies.

**

Did space permit, we would be exceedingly glad to portray to our readers the treatment received by the Mutual Aid excursionists at Rome, Ga., as detailed by the returned pilgrims. In the case of a strike, it is not uncommon for boarding houses to decline to feed any who take the places of the strikers, but it is somewhat unusual for people to refuse to sell to travelers, even if those travelers are conductors, but in Rome, the Romans refused to sell the boys anything to eat, drink or wear; boycotted them completely; that is their money; they had every thing they wanted but could not pay for it. F. C. Worley was the head villain, ably assisted in his crime by E. A. Cooper, A. W.

Walton, J. D. Clark, John J. Seay, W. R. Beauprie, T. C. Smith; the E. T., V. & G. railway and the proprietor of the Armstrong Hotel. This is a sample of what they fed to the visitors, taken from the Armstrong menu: Fried car wheels with dope, hashed red caboose with flagman on top, roast from superintendent, thirty day sauce, red and green ice cream, wind pudding with air brake sauce, et cetera.

**

Railway employes in Iowa, since the recent election, have every right in the world to expect that an honest and efficient co-employe bill will, among other measures for their benefit, be passed at the next session of the legislature. Wages should be increased at least ten per cent. and other needed reforms effected. The Railway Employes Club is on trial. Let us see what it produces. A strike for higher wages, shorter hours, or to reform any of the many abuses suffered by employes will certainly not be necessary. The *The Railway Conductor* is on the sacred soil. It has opposed the "Club." We shall therefore look to its columns for what in common honesty it must chronicle, the acknowledgement of all these beneficial measures that are sure to come—in the sweet bye-and-bye.—*Switchmen's Journal.*

Yes, THE CONDUCTOR has and does oppose the "Club" and for the injury already caused to Iowa employes points to the charges made against them by political papers and the attempts to stir up strife between them and other citizens of the state, a sample of which is given in this number. We believe that there is an opportunity for some beneficial legislation this winter, but if any is enacted, it will not be due to the "Club" but to the regular organizations which have a standing and character outside of politics and partisanship and whose influence politicians recognize and fear. THE CONDUCTOR will be glad to chronicle any beneficial legislation and will be candid enough to give the credit to the "Club" if it deserves it.

**

The following item is going the rounds of the press:

"The Pullman Car Company in the last year served on its dining cars over 5,000,000 meals and, it is claimed, at not one cent profit. 'A reform needed on dining cars,' says a railway superintendent, 'is plainer meals at a lower cost. Ninety per cent. of the traveling public would rather pay fifty cents for a good piece of beef steak, a baked potato, good bread and a cup of coffee than one dollar for such lavishly spread tables as are now in vogue.'"

If the Pullman Company can't make any money on its dining cars with meals at one dollar, what is the fate of the western railway companies which serve just as good meals as those in the Pullman service for seventy-five cents? The superintendent is right, however, and we believe with him that if companies would serve a good substantial meal for fifty cents, they would make money. At present patrons of the dining cars pay, not for what they consume but for what is wasted in the effort to spread a great variety; another thing too, that would largely increase the patronage of the dining cars, would be for the companies to prohibit the waiters from taking fees; with very few exceptions, the patron of a dining car, has to pay from seventy-five cents to a dollar for his meal and then hire the waiter to bring it to him, just as in the sleeping cars he has to pay a couple of dollars for a berth and then hire the porter to let him use it.



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JAN. 1, 1891.



OL. VIII.

THE RAILWAY CONDUCTOR

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Published by the



CEDAR RAPIDS, IOWA.

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NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Chicago No. 1, Chicago, Ills.	C. C., F. S. Stinson, 2633 South Park avenue. Sec., C. L. Hungerford, 68 State street.	First and Third Sundays, 11:00 a. m. 83 Madison st., opp. McVicker's theater.
Buffalo No. 2, Buffalo, N. Y.	C. C., H. S. Chapman, Lockport, New York. Sec. E. J. Richmond, 197 N. Division.	First, second and fourth Sunday, 2:30 p. m., 198 E. Seneca street.
St. Louis No. 3, St. Louis, Mo.	C. C., R. E. Fitzgerald, 1457 Chouteau ave. Sec. and X.—W. F. Lewis, 1907½ S. Jefferson avenue.	Second and Fourth Sundays, 1:00 p. m. Elk's Hall, Peoples Theatre.
Marshall No. 4, Marshalltown, Ia.	C. C., E. D. Young, 111 S. First avenue. Sec., H. McFarlain, 103 S. First street.	First and Third Sundays, 10:00 a. m. 16 S. Center st.
Collins No. 5, Baltimore, Md.	C. C., H. Morris, 18 South Fulton avenue. Sec., George Dewey, 1601 Harford avenue.	2d Monday, 10 a. m., 1st and 3d Tues., 8 p. m., Elk's hall, 11 E. Fayette st.
Battle Creek No. 6, Battle Creek, Mich.	C. C., C. C. Rice, 85 Green street. Sec., W. J. Miller, 56 Cliff street.	Second and Fourth Sundays, 2:00 p. m. Castle Hall, Morgan Block.
Houston No. 7, Houston, Texas.	C. C., J. E. Archer, 179 Texas avenue. Sec., H. B. Johnson.	First and Third Sundays, 8:00 p. m. K. of P. Hall.
Rochester No. 8, Rochester, N. Y.	C. C., J. O. Spellman, 229 Adams street. Sec., D. E. Phillips, 4 Randel Park.	Every Sunday, 3:00 p. m. Reynolds Arcade.
Elmira No. 9, Elmira, N. Y.	C. C., T. B. Hewitt, 250 South avenue. Sec. & X., C. A. Wood, 209 Giltanan street.	Second and Fourth Sundays, 3:00 p. m. I. O. O. F. Temple.
Southern Tier No. 10, Waverly, N. Y.	C. C., M. Dearborn, 5 Tioga street. Sec., M. O'Brien, 125 Maple street.	First and Third Sundays, 2:30 p. m. S. E. Cor. Broad & Fulton.
Newton No. 11, Newton, Kas.	C. C., X.—G. W. Thornburg, 325 E. Third st. Sec., Chas. H. Branch, 322 Market street, Emporia, Kansas.	First and Third Sundays, 2:00 p. m. K. of P. Hall.
Lackawanna No. 12, Scranton, Pa.	C. C., J. J. Farrell, Nayaug, Pa. Sec., John Renschler, 529 N. Lincoln avenue.	Second and Fourth Sundays, 2:30 p. m. German I. O. O. F. Hall.
Union No. 13, St. Thomas, Ont.	C. C., A. W. Martan. Sec., J. McKenzie, box 887.	Every Sunday, 2:00 p. m. Masonic Block.
Cleveland No. 14, Cleveland, Ohio.	C. C., C. P. Hodges, 5 Fairfield street. Sec., Fred. Morwick, 50 Burton street.	Second and Fourth Sundays, 1:00 p. m. 52 Public Square.
Stratford No. 15, Stratford, Ont.	C. C., H. C. Iles. Sec., R. T. Buchanan, box 488.	Second and Fourth Sundays, 2:30 p. m. Shakespeare Hall.
London No. 16, London, Ont.	C. C., A. Douglas, 275 Talbot street. Sec., John McAuliffe, 256 Hill street.	First and Third Sundays, 2:30 p. m. K. of P. Hall.
Toronto No. 17, Toronto, Ont.	C. C., J. Hall, Melbourne avenue. Sec., W. H. Hoskin, 104 Farley avenue.	First and Third Sundays, 2:00 p. m. I. O. O. F. Hall.
Three States No. 18, Mt. Carmel, Ills.	C. C., John Shields, box 102. Sec., A. C. Church, L. box 4.	Second and Fourth Sundays, 2:00 p. m. Schenck's Hall.
Elkhart No. 19, Elkhart, Ind.	C. C., G. W. Huntly, 409 Hickory street. Sec., J. W. White, 623 S. Main street.	Second and Fourth Sundays, 2:00 p. m. K. of P. Hall.
Garfield No. 20, Collinwood, Ohio.	C. C., S. E. Hughes, box 56. Sec., G. B. Carner, box 40.	Every alternate Tuesday, 2:30 p. m. I. O. O. F. Hall.
Creston No. 21, Creston, Iowa.	C. C., G. M. Loughbridge, 304 S. Elm street. Sec., W. H. Stonehouse, cor. Howard & n. Chestnut.	Fourth Sunday, 2:30 p. m., 2d Monday, 9:30 a. m. G. A. R. Hall.
Mason City No. 22, Sanborn, Iowa.	C. C., G. N. McCullow. Sec., M. M. Burns.	Second and Fourth Sunday, 2:00 p. m. Masonic Hall.
Sylvania No. 23, Tamaqua, Pa.	C. C., F. J. Wentz, Delano, Pa. Sec., S. E. Miller, box 667, Shamokin, Pa.	First and Third Sundays, 10:00 a. m. Kern's Hall.
St. Albans No. 24, St. Albans, Vt.	C. C., J. C. Mann. Sec., J. B. Wiley, 34 Upper Weldon st.	
Maple City No. 25, Watertown, N. Y.	C. C., O. A. Hine, 3 Arcade street. Sec., P. Redmond, 127 Arsenal street.	First and Third Sundays. Good Templar's Hall.

THE RAILWAY CONDUCTOR.

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Toledo No. 26, Toledo, Ohio.	C. C., B. F. Osborn, 524 Galena street. Sec., E. W. Purrett, 514 Magnolia street. X— M. A. Loop , 652 Walbridge avenue.	Second and Fourth Sundays, 2:00 p. m. Friendship Hall.
Arnum No. 27, Hamilton, Ont.	C. C., R. Gray, 141 Bay street, north. Sec., James Ogilvie, Barton street, E.	First Monday, 8:00 p. m.; Third Wednesday, 9:30 a. m. St. George's Hall.
Carver No. 28, Atchison, Kas.	C. C., J. J. Kelly, 1101 N. Fifth street. Sec., H. Nesbit, Box 72.	Second and Fourth Sundays, 2:00 p. m. Masonic Hall.
Randolph No. 29, Ottawa, Ont.	C. C., F. A. McGuinness, 127 Cedar street. Sec., W. C. Wright, box 634, Brockville, Ont.	First and Third Sundays, 2:00 p. m. I. O. O. F. Hall.
Ozark No. 30, Springfield, Mo.	C. C., F. L. Lamoreaux, Station A Sec.,	Second and Fourth Tuesdays, 2:00 p. m. Masonic Hall.
Star No. 31, Burlington, Iowa.	C. C., J. L. Houke, 251 S. Eighth street. Sec., M. W. Robinson, 1008 S. Third street.	First and Third Sundays, 2:00 p. m. Post Office building.
Keystone No. 32, Meadville, Pa.	C. C., C. J. Hines, 175 Chestnut street. Sec., E. B. Hunt, box 444.	Every Monday, 2:00 p. m. K. of P. Hall.
Clinton No. 33, Clinton, Iowa.	C. C., W. F. Knight, 539 Seventh avenue. Sec., D. Abbott, 516 South Second street.	First Sunday, Third Monday. K. of P. Hall.
Boone No. 34, Boone, Iowa.	C. C., F. Champlin. Sec., W. B. Parkin.	Second and Fourth Sundays, 2:00 p. m. I. O. O. F. Hall.
North Platte No. 35, North Platte, Neb.	C. C., George W. Hartman, L. box 245. Sec., N. C. Stone.	First Sunday, 8:00 p. m. Masonic Hall.
Arkansas Valley No. 36, Pueblo, Colo.	C. C., W. H. Fawcett, 28 Block G. Sec., E. C. Mattes, box 930.	Second and Fourth Sundays, 2:30 p. m. 221 Santa Fe, avenue.
Delaware No. 37, Phillipsburg, N. J.	C. C., G. W. Shoemaker, box 474. Sec., Samuel Phipps, Box 519.	First and Third Sundays, B. & D. Depot building.
Des Moines No. 38, Des Moines, Iowa.	C. C., E. J. Cavanaugh, 1442 W. Locust street. Sec., Howard Case, 1230 W. Fifth street.	Fourth Sundays, 10:00 a. m. Cor. W. 6th & Walnut.
Hannibal No. 39, Hannibal, Mo.	C. C., W. H. DeWitt, 311 N. Fourth street. Sec., B. W. Shutts, South Fourth street.	First and Third Sundays, 2:00 p. m. I. O. O. F. Hall.
St. Paul, No. 40, St. Paul, Minn.	C. C., J. D. Condit, Merchants hotel, St. Paul, Minn. Sec., F. M. Sanders, 2445 13th ave. S., Minneapolis. X— John H. O'Neill , Portland block.	First and Third Sundays, 3:00 p. m. I. O. O. F. Hall.
Stanchfield No. 41, Chicago, Ills.	C. C., F. I. Wagner, 5124 Dearborn street. Sec., John Dunbar, 4740 Wabash avenue.	Second and Fourth Sundays, 10:00 a. m. 4847 State street.
Trenton No. 42, Trenton, Mo.	C. C., Theodore Hewes. Sec., E. A. Stone, box 174.	First and Third Sundays, 2:00 p. m. 17 Elm street.
Central No. 43, East Syracuse, N. Y.	C. C., W. A. Fish, 300 Merriman avenue. Sec., C. Luddington, box 196.	First and Third Tuesday, 7:30 p. m. A. O. U. W. Hall.
Denver No. 44, Denver, Colo.	C. C., C. M. Morse. Sec., G. Griffin, 1017 8th street.	First and Third Sunday, 1:30 p. m. 1543 Champa street.
Chapman No. 45, Oneonta, N. Y.	C. C., D. Donovan, 12 Ostego street. Sec., William Moffatt, West End.	First and Third Sundays, 6:30 p. m. B. of L. E. Hall.
Milwaukee No. 46, Milwaukee, Wis.	C. C., P. W. O'Neil, 220½ Grove street. Sec., E. A. Sims, 1416 Chestnut street.	First and Third Sundays, 2 p. m. No. 1 Grand avenue.
North Star No. 47, Winnipeg, Man.	C. C., Oscar Bontier. Sec. and X— F. J. Dorsey , 15 Lilly street.	Second Sunday, Fourth Friday, 8:00 p. m. Forrester's Hall, cor. Logan & Main st.
International No. 48, Detroit, Mich.	C. C., L. Noltin, Jr., Cass avenue hotel. Sec., F. C. Smith, 70 Woodward avenue.	Every Sunday, 2 p. m. 31 State street.
Moberly No. 49, Moberly, Mo.	C. C., Ed. Jarvis. Sec., Seth Palmer, box 1715.	Every Sunday, 1:00 p. m. Hannah's Hall.
Hartford No. 50, Hartford, Conn.	C. C., R. L. Pollard, 373 Asylum street. Sec., M. L. Perrin.	Second and Fourth Sundays, 2:00 p. m. Good Will Hall.
Royal No. 51, Longview, Texas.	C. C., George Allen. Sec., S. H. Wright.	Second and Fourth Sundays, 1:30 p. m. Lodge building.
Neversink No. 52, Port Jervis, N. Y.	C. C., N. Decker, care J. C. depot, Jersey City, N. J. Sec., I. B. Cole, 26 Prospect street.	Second and Fourth Sundays, 2:00 p. m. Farnum Block.
Lone Star No. 53, Denison, Texas.	C. C., A. L. Dain, 105 E. Morton street. Sec., C. C. Knight, 113 W. Morton street. X— C. N. Knowlton , 500 Burnett avenue.	1st and 3rd Sundays, 7:30 p. m.; 2nd and 4th Sundays, 2:00 p. m. I. O. O. F. Hall.
New York City No. 54, New York, N. Y.	C. C., W. W. Appgar, box 283, Patchogue, N. Y. Sec., N. R. Scofield, box 146, Port Jefferson, N. Y.	Second Tuesday, 12:00 m. 100 W. 24th, street.
Kaw Valley No. 55, Kansas City, Mo.	C. C., W. O. Beckley, 3601 A Olive st., St. Louis, Mo. Sec., J. Ashley, Pleasant Hill, Mo. X— L. German , 909 E. Twelfth street.	Second Monday, 1st Tuesday, 2 p. m. Elks Hall, Main & 7th sts.
Z. C. Priest No. 56, Albany, N. Y.	C. C., C. B. Dillon, 523 Central avenue. Sec., J. Stearns, 556 Central avenue.	Third Thursday, 7:30 p. m. 55 South Pearl st.
Evergreen No. 57, Fort Worth, Texas.	C. C., W. R. Bell, 308 Broadway. Sec., R. M. Higgs, 317 South Calhoun street.	Every Sunday, 10:00 a. m. B. of L. F. Hall.
Valley City No. 58, Cedar Rapids, Iowa.	C. C., E. D. Parker, 44 South 10th st. Sec., J. R. McPartland, 220 S. Seventh street.	First and Third Sundays, 2:30 p. m. Post Office Block.
Alamo No. 59, Texarkana, Ark.	C. C., Frank Paul, care Huckins House. Sec., J. Carmichael, Texarkana, Texas, box 33.	Every Tuesday, 7:30 p. m. O. R. C. Hall.
Queen City No. 60, Sedalia, Mo.	C. C., J. W. Mallory, 300 W. Fourth street. Sec., and X— V. P. Hart , city collector's office.	First and Third Sundays, 2:00 p. m. Pythian Hall.
La Crosse No. 61, La Crosse, Wis.	C. C., E. H. Thomas. Sec., W. Wade, 618 Avon st., N. LaCrosse, Wis.	First and Third Sundays, 2:30 p. m. 903 Rose street.
Bay No. 62, Bay City, Mich.	C. C., F. A. McCall, W. Bay City, Mich. Sec., G. L. Fisk, W. Bay City, Mich., 305 N. Lime st.	Second and Fourth Sundays, 2:00 p. m. Pythian Hall.
Thurber No. 63, Austin, Minn.	C. C., L. H. Grover. Sec. and X— J. A. Morse , box 609.	First and Third Sundays, 7:00 p. m.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Erie No. 64, Erie, Pa.	C. C., I. F. Bumpus, 1604 Chestnut street. Sec., George R. Holmes, 650 W. Eighth street.	First and Third Sundays, 3:00 p. m. A. O. U. W. Hall.
Campbell's Lodge No. 65, Pittston, Pa.	C. C., Wm. Dougherty, 711 N. Main street. Sec., William Matthewson, 539 Montgomery st., W. Pittston, Pa.	
Pine Tree No. 66, Portland, Maine.	C. C., W. Sprague, 36 Spring st., Auburn, Maine. Sec., S. S. Cahill, box 1063, Brunswick, Maine.	Third Sunday, 10:00 a. m. Rosini Hall.
Johnson No. 67, Waterloo, Iowa.	C. C., F. J. Jenness, Pine street. Sec., G. O. Miller, 119 Manson street.	Second and Fourth Sundays, 1:30 p. m.
Baraboo No. 68, Baraboo, Wis.	C. C., W. F. Frenz. Sec., W. B. Kendall.	First and Third Sundays, 2:00 p. m. A. O. U. W. Hall.
El Paso No. 69, El Paso, Texas.	C. C., S. O. Lesser. Sec., A. W. Spencer.	Every Sunday, 2 p. m. K. of P. Hall.
Montezuma No. 70, Las Vegas, N. M.	C. C., C. Oder, East Las Vegas, N. M., Box 171. Sec., C. H. Stevenson, box 171, E. Las Vegas, N. M.	Second and Fourth Sundays, 2:00 p. m. K. of P. Hall.
Chattahoochee No. 71, Columbus, Ga.	C. C., J. T. Johnson, 1402 Fourth avenue. Sec., R. B. Coleman, 1402 Fourth avenue.	
Greer No. 72, Fargo, N. Dak.	C. C., O. S. Humes, care Columbia hotel. Sec., M. S. Walsh, box 806.	Second and Fourth Sundays, 2:30 p. m. G. A. R. Hall.
Ashtabula No. 73, Ashtabula, Ohio.	C. C., J. W. Van Epps. Sec., J. H. Van Vleck, box 725.	First and Third Sundays, 9:30 a. m. K. of H. Hall.
Henwood No. 74, Decatur, Ills.	C. C., E. H. Jones, 653 Central avenue. Sec., D. R. Reynolds, 653 E. North street.	First and Third Sundays, 2:00 p. m. K. of P. Hall.
Mt. Royal No. 75, Montreal, Que.	C. C., J. S. Randolph, 35 Quesnal street. Sec., John Mulligan, 23 Sussex street.	Second and last Wednesday, 1:00 p. m. West End Hall.
San Antonio No. 76, San Antonio, Texas.	C. C., W. H. Turner, box 313. Sec., W. A. Shafer, box 313.	Every Saturday, 10:00 a. m. I. O. O. F. Hall:
Palestine No. 77, Palestine, Texas.	C. C., G. B. Staats. Sec., B. F. Blount, box 65.	Every Sunday, 2:30 p. m. Masonic Temple.
Robinson No. 78, Savanna, Ills.	C. C., G. W. Ashford, box 457. Sec., F. B. Cornelius, box 32.	Second Monday & Fourth Sunday 2:00 p. m. O. R. C. Hall.
Peoria No. 79, Peoria, Ills.	C. C., Sec., J. R. Nelson, 213 N. Jefferson street. X—G. W. Scott, 209 Washington st.	Second and 4th Sundays, 10:00 a. m. 108 S. Adams street, third floor.
West Farnham No. 80, Farnham, P. Q.	C. C., F. G. Martyn, W. Farnham, P. Q. Sec., J. Moreau, cr Brunswick Hotel, Sorel, P. Q.	First Wednesday, I. O. O. F. Hall.
Friendship No. 81, Beardstown, Ills.	C. C., F. H. Willis. Sec., L. J. Golden, box 734.	Second and Fourth Sunday, 2:00 p. m.
Durbin No. 82, Madison, Wis.	C. C., G. E. Willott, 24 N. Canal street. Sec., Jerry Mullen, 405 W. Washington street.	Second and Fourth Sundays.
Galesburg No. 83, Galesburg, Ills.	C. C., O. N. Marshall, 434 N. Prairie street. Sec., C. E. Smith, 708 E. Brooks street.	Second and Fourth Saturdays, 7:30 p. m. College City Hall.
Perry No. 84, Perry, Iowa.	C. C., and X—F. L. Moore, box 583. Sec., R. L. Marsh, box 544.	Second and fourth Sundays, 2:00 p. m. Masonic Hall.
Aztec No. 85, Williams A. T.	C. C., C. H. Richardson. Sec.,	Every Sunday, 9:00 a. m. Wood's Hall.
Delta No. 86, Escanaba, Mich.	C. C., Jas. Fleming. Sec., M. W. Pillsbury, box 80.	Second and Fourth Sundays. B. of L. E. Hall.
Bloomington No. 87, Bloomington, Ills.	C. C., Thos. Deane, 707 W. Graham street. Sec.,	Second and last Sundays, 2:00 p. m. I. O. O. F. Hall.
DeFries No. 88, Point Levis, Que.	C. C., J. Huppe, box 22 South Quebec, P. Q. Sec., A. Roy, 41 Rue St. Etienne, Levis, P. Q.	Second and Fourth Sundays. B. of L. E. Hall.
Monon No. 89, Louisville, Ky.	C. C., T. C. Laughlin, 393 E Spring st. New Albany. Sec., C. S. Daddon, 224 E. Oak street, [Ind. X—H. C. McKinney, care C. O. & S. W. Ry.	First and third Sundays, second and fourth Monday 9:30 a. m. Leiderkranz Hall. Market st.
Waseca No. 90, Waseca, Minn.	C. C., R. J. Mann. Sec., M. J. Hanson,	Second and Fourth Sundays, 2:00 p. m. Hall over P. O.
Mt. Hood No. 91, Portland, Ore.	C. C., J. J. Blew, East Portland, Ore. Sec., J. M. Poorman, Woodburn, Ore.	Second and Fourth Sundays, 10:00 a. m. Elk's Hall 2d, street.
Terre Haute No. 92, Terre Haute, Ind.	C. C., A. J. Lee, 1519 E. Chestnut street. Sec., J. W. Caskey, 910 N. Ninth street.	First and Third Sundays, 9:00 a. m. O. R. C. hall, Cor 7th st. & Wabash av.
Ft. Dodge No. 93, Ft. Dodge, Ia.	C. C., E. A. Weston, box 576. Sec., W. P. O'Hara, box 694.	Fourth Sunday, 2:00 p. m. Odd Fellow's hall, cor. 6th & Market st.
Geo. C. Cornwall No. 94, Winnemucca, Nev.	C. C., M. T. Coates. Sec., A. E. Lothrop.	Second & Fourth Sunday each month. 3:00 p. m. Staunton's hall.
Harvey No. 95, McCook, Neb.	C. C., F. C. Stuby. Sec., A. G. King.	Second and fourth Mondays, 10:00 a. m. Masonic hall.
Belknap No. 96, Aurora, Ill.	C. C., T. J. Murphy, 431 New York street. Sec., W. E. Lindsay, 220 North avenue.	First and Third Sundays, 3:00 p. m. Main & Broadway, 3d floor.
Roodhouse No. 97, Roodhouse, Ill.	C. C., G. W. Litter. Sec., G. W. Bracey box 204.	Every Saturday. K. of P. hall.
Montgomery No. 98, Montgomery, Ala.	C. C., W. Nabors, 312 Herron street. Sec., J. C. Elliott, 323 Catoma street.	First and Third Saturdays, 8:00 p. m.
Milbank No. 99, Milbank, Dak.	C. C., T. R. McLain, Moutevideo, Minn. Sec., Fred Holzer, L. box 485.	Second and Fourth Sundays, 2:00 p. m. Masonic hall.
Hollingsworth No. 100, Columbus, O.	C. C., J. J. Mangan, 224 Wilbur avenue. Sec., Dennis Clifford, 533 Kilbourn street.	Second and Fourth Sundays I. O. O. F. hall, So. High st
Mattoon No. 101, Mattoon, Ill.	C. C., J. W. Morris, box 863. Sec., W. W. Simpson, box 697.	Meets First and Third Sundays, 1:00 p. m. K. of P. h hall.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Oatley No. 102, Grand Rapids, Mich.	C. C., G. S. Jones, 12 Powell street. Sec., S. H. Wallize, 77 Eighth avenue.	Second and Fourth Sundays, 2:00 p. m. Kennedy blk., Waterloo & Lewis st.
Indianapolis No. 103, Indianapolis, Ind.	C. C., A. J. Morrow, 81 College avenue. Sec., and X— H. M. Mounts , 450 Broadway.	First and Third Sundays, 2:00 p. m. Red Men's hall, Griffith's blk. 36½ W, Washington st.
Millard No. 104, Middletown, N. Y.	C. C., William T. Davis, 8 Little avenue. Sec., G. T. Walker, 31 Houston avenue.	First Sunday, 2:00 p. m. K. of H. hall.
Ogilvie No. 105, Meridian, Miss.	C. C., K. A. McElroy, 2106 Thirteenth street. Sec., R. E. Harris.	Second and Fourth Sundays, 2:00 p. m. Cor Johnson & High st.
Rock Island No. 106, Rock Island, Ill.	C. C., L. B. Burch, 400 Fortieth street. Sec., W. H. Hyde, Eldon, Ia.	First Sundays, 2:30 p. m.; Third Sunday, 7:30 p. m. A. O. U. W. hall, 16th st. & 3d av.
Cincinnati No. 107, Cincinnati, O.	C. C., T. E. McLaughlin, 24 Powell street, Covington, Ky. Sec., J. W. Throckmorton, Boyd, Ky.	Second and Fourth Sundays. Odd Fellows hall, 6th and Walnut streets.
Crescent City No. 108, New Orleans, La.	C. C., J. M. Bellinger, 308 Poydras street. Sec., and X— M. H. Neuhauser , 535 Marais street.	First and Third Tuesdays, 11:00 a. m.
Crawford No. 109, Galion, Ohio.	C. C., S. H. Brokaw, box 329. Sec., L. McBane, box 25.	First Monday & following Sunday, & Third Monday & following Sunday. Monday, 7:00 p. m. Sunday, 2:00 p. m.
Logan No. 110, Logansport, Ind.	C. C., F. F. Barnett, 126 W. Broadway. Sec., E. W. Alexander, 1120 North street.	Every Sunday, 2:00 p. m.
Los Angeles No. 111, Los Angeles, Cali.	C. C., J. R. Cutting, 930 Aliso street. Sec., G. H. Odell, box 977.	Second and Fourth Sundays, 7:00 p. m. G. A. R. hall, 25 North Main street.
Centralia No. 112, Centralia, Ill.	C. C., T. J. Wright, L. box 11. Sec., J. L. Davis, box 297.	First Sunday, 2:30 p. m.; Third Sunday, 7:30 p. m. I. O. O. F. hall.
Bower City No. 113, Janesville, Wis.	C. C., C. J. Mahony, 159 Center avenue. Sec., W. H. McDougal.	Second and Fourth Sundays, 2:00 p. m. Hall over Methodist church, Main st.
R. B. Hawkins No. 114, Pittsburg, Pa.	C. C., John Walters. Sec., G. E. Vance, 1309 Eleventh st., Altoona, Pa.	First Sunday, Third Monday, 9:30 a. m. 102 Fourth avenue.
El Capitan No. 115, San Francisco, Cali.	C. C., H. W. Clark, 1616 Lincoln st., W. Oakland, Cal. Sec., J. T. Marr, 364 E. 11th st. Oakland, Cal.	First Sunday, 11:30 a. m.; Third Saturday, 7:30 p. m. Washington hall, 35 Eddy st.
Tyler No. 116, Tyler, Texas.	C. C., Felix Smith. Sec., E. B. Willis, box 319.	
Minneapolis No. 117, Minneapolis, Minn.	C. C., G. M. Miles, 2106 Third avenue. Sec. and X— George Elmer , 705 Jewett Place.	Second and Fourth Sundays, 2:00 p. m. Elks hall 101 Washington avenue S.
Danville No. 118, Danville, Ill.	C. C., D. P. Beatty, 513 Collett street. Sec., J. F. Scott, 32 Hayes street.	Second and Fourth Sundays, 2:00 p. m. K. of H. hall.
Wayne No. 119, Ft. Wayne, Ind.	C. C., I. M. Van Slyke, 14 W. Berry street. Sec., R. C. Ross, Y. M. L. S. & M. S. R'y.	Every Sunday, 106 Calhoun street.
Atlantic No. 120, Huntington, Ind.	C. C., C. C. Cronin. Sec. and X— C. C. Scott , box 644.	Every Sunday, 2:00 p. m. O. R. C. hall.
Huron No. 121, Huron, Dak.	C. C., B. K. Rowley. Sec., T. D. Higgins, cor. Dakota av. and Third st.	Second and Fourth Sundays, 9:30 a. m. Masonic hall, 312 Dak. ave.
Boston No. 122, Boston, Mass.	C. C., C. D. Baker, E. Somerville, Mass. Sec., F. E. Hill, 16 Tyler street.	Third Sunday, 2:00 p. m. K. of H. hall, 730 Wash. st.
Macon No. 123, Macon, Ga.	C. C., L. R. Jeter, box 432. Sec., J. G. Visscher, Fort Valley, Ga. X— J. H. Hall , 620 Second street.	First and Third Sundays, p. m. I. O. O. F. hall, cor Mulberry st. and Cotton ave.
Wahsatch No. 124, Ogden, Utah.	C. C. and X— J. W. McTeall , box 396. Sec., P. Peterson, box 706.	First Sunday, 1:30 p. m.; Third Saturday, 7:30 p. m.; Castle hall, Fourth st.
Friendly Hand No. 125, Andrews, Ind.	C. C., D. C. Anderson. Sec., A. H. Cutter, box 144.	First and Third Wednesday, and Second and Fourth Tuesday, 7:30 p. m. Fireman's hall.
Omaha No. 126, Omaha, Neb.	C. C., M. J. Roche, 718 Hickory street. Sec., W. R. Cahill, 317½ South Tenth street.	First and Third Sundays, 2:00 p. m. K. of P. hall, 1210 Douglas street.
Wylie No. 127, Amboy, Ill.	C. C., F. A. Reed, box 498. Sec., C. D. Knowles, box 343.	Second and Fourth Sundays, 2:00 p. m. I. O. O. F. hall.
Cheyenne No. 128, Cheyenne, Wyo.	C. C., W. J. Smith, box 320. Sec., C. D. Roberts, box 526.	First Friday and Third Tuesday, 2:00 p. m. K. of P. hall.
Great Bend No. 129, Great Bend, Pa.	C. C., John Barber, Halstead, Pa. Sec., Thomas Summerton, box 104.	First and Third Sundays, 12:30 p. m. W. J. Day's hall, Main street.
Stadacona No. 130, Quebec, P. Q.	C. C., Vallee Maxime, 9 Cherrier street. Sec., Eugene McKenna, box 22, Notre Dame de Levis, P. Q.	
Little Rock No. 131, Little Rock, Ark.	C. C., M. Malloy, 1314 North street. Sec., W. R. Duley, 808 W. Third street.	First, Second, Third and Fourth Sundays, at 2:30 p. m., Engineer's hall, corner Chester, & W. Market sts.
Salida No. 132, Salida, Colo.	C. C., W. L. Hawthorne. Sec., W. J. Patterson, box 519.	Second and Fourth Sundays, 2:00 p. m. Masonic hall.
Bowling Green No. 133, Bowling Green, Ky.	C. C., W. Glen. Sec., William Haight, box 532.	Every Sunday, 9:30 a. m. Wrights hall.
Bellevue No. 134, Bellevue, Ohio	C. C., G. M. Dillon, E. Main street. Sec., L. C. Brown, box 177.	Every Wednesday, 2:00. K. of P. hall.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Rock City No. 135, Nashville, Tenn.	C. C., A. J. Corbitt, 73 University street. Sec., C. C. Shelton, 31 Fairmount street.	First and Third Monday, 10:30 a. m. Pythian hall.
Ashton No. 136, Huntington, W. Va.	C. C., T. K. Hunsaker, Ashland, Ky. Sec., W. Waldron, box 611.	First and Fourth Sunday, 1:30 p. m., K. of P. hall.
Osawatomie No. 137, Osawatomie, Kans.	C. C., A. C. Hamlet Sec., A. J. Scow, lock box 41.	Meets every Monday at 7:00 p. m. Workman hall.
Britton No. 138, Garrett, Ind.	C. C., J. G. Philbrick Sec., J. H. Barnville, box 137.	Second and Fourth Sundays, Odd Fellows hall.
Stanton No. 139, Knoxville, Tenn.	C. C., S. S. Pegram, box 661. Sec., C. W. Connor, 173 Gay street.	Second and Fourth Sundays, 9:00 a. m. I. O. O. F. hall.
New River No. 140, Hinton, W. Va.	C. C., R. H. Smith, L. box. 3. Sec., J. B. Parrott.	Second and Fourth Sundays, 2:00 p. m.
St. Joseph No. 141, St. Joseph, Mo.	C. C., L. F. Eih, 906 S. Eleventh street. Sec., H. M. Peck, 726 South Fourth street.	Second and Fourth Sunday, 2:00 p. m. Hall cor. 8th & Locust sts.
Laramie No. 142, Rawlins, Wyo.	C. C., H. E. Van Housen. Sec., Harvey Simpson, box 64, X C. L. Kelley.	Second and Fourth Fridays, 7:30 p. m. I. O. O. F. hall.
Dauphin No. 143, Harrisburg, Pa.	C. C., Linford Clay, 1337 Sixth street. Sec., Geo. I. Wood, 268 Calder street.	First and Third Sundays, 1:00 p. m. Clark Sibles' hall, S. E. corner Third & Cumberland sts.
Derry No. 144, Derry Station, Pa.	C. C., R. R. Dushane. Sec., C. S. Shaffer, box 28.	First & Third Thursdays, 8:00 p. m. and Second Sunday, 2:00 p. m. Chosen Friend's hall.
Nickle Plate No. 145, Conneaut, O.	C. C., H. D. Haight, box 292. Sec., W. E. Bender, box 251.	Every Wednesday, G. A. R. hall, Main st.
E. A. Smith No. 146, Fitchburg, Mass.	C. C., J. N. Boudreau, 20 Walnut street. Sec., E. E. Place, 96 Green street.	First and Third Sunday, 11:30 a. m. G. A. R. hall.
Ira C. Sherry No. 147, Easton, Pa.	C. C., J. Hartzell, 310 Delaware street. Sec. P. P. Gulick, 723 Ferry street.	Second and Fourth Sunday, 2:00 p. m. Drake's Bld'g. S. Third street.
Lookout No. 148, Chartanooga, Tenn.	C. C., W. E. Rape, 609 Oak street. Sec. and X.— R. B. Stegall , 417 Gillespie st.	First and Third Sunday, 2:00 p. m.
Jackson No. 149, Jackson, Tenn.	C. C., F. P. Long, box 416. Sec. and X.— J. E. Barry , box 416.	Every Sunday, 2:00 p. m. K. of P. hall.
Kincaid No. 150, Utica, N. Y.	C. C., D. Shoemaker, 115 Whitesboro street. Sec., F. E. Tewksbury, 15 Roberts street. X— C. T. King , 3 Herkimer street.	Second & Fourth Sunday, 2:00 p. m. I. O. O. F. hall.
Providence No. 151, Providence, R. I.	C. C., A. R. Whaley, 50 Doyle avenue. Sec., Thomas Peckham, 143 Pleasant street.	Third Sunday, 2:00 p. m. G. A. R. hall, 21 Weybosett street.
Richmond No. 152, Richmond, Va.	C. C., A. J. Blanton, 2102 E. Broad street, Sec., C. D. Goodwin, 1310 Ross street.	Third Sunday, 2:00 p. m.; First Monday 10:00 a. m., I. O. O. F. hall, cor Franklin & Mayo sts.
E. D. Horn No. 153, Mauch Chunk, Pa.	C. C., M. Gillespie, E. Mauch Chunk, Pa. Sec., E. H. Blakslee, E. Mauch Chunk, Pa.	First and Third Sundays, 2:00 p. m. Odd Fellows Temple.
Binghamton No. 154, Binghamton, N. Y.	C. C., J. Bowrosan, care Crandall House. Sec., W. E. Carpenter, 274 Chenango street.	Third Sunday, 3:00 p. m. 103 Court street.
Syracuse No. 155, Syracuse, N. Y.	C. C., J. W. Herriman, 255 Fitch street. Sec., Byron Hart, 212 Fitch street.	First and Third Sunday, 4:00 p. m. Over D. L. & W. Depot.
Pennsylvania No. 156, Carbondale, Pa.	C. C., Boyd Case, 12 Dart avenue. Sec., W. H. Moyle, 80 Spring street.	Second and Fourth Sundays, 2:00 p. m. Mitchell's hall.
New England No. 157, Boston, Mass.	C. C., L. P. Bourne, care B. & A. Ry. Sec. and X.— W. R. Mooney , 34 Merrimac st., Nashua, N. H.	Third Tuesday, 10:00 a. m. K. of H. hall, 730 Washington st.
Alexandria No. 158, Alexandria, Va.	C. C., A. A. Davis, 723 Duke street. Sec., W. B. Smithers, 723 Duke street.	Second and Fourth Sundays, I. O. O. F. hall,
City of Mexico No. 159, City of Mexico, Mexico.	C. C., H. H. Greenleaf, box 256. Sec., and X.— W. C. Bradley , box 256.	First and Third Saturdays, 8:30 p. m. I. O. O. F. hall, 2d Calle Independen cia No. 3.
Wyoming Valley No. 160, Wilkesbarre, Pa.	C. C., J. R. Bennett, Ashley, Pa. Sec., J. H. Keithline, 235 South street.	First and Third Sundays, 1:30 p. m. I. O. O. F. Hall, 114 Public Square.
Parsons No. 161, Parsons, Kans.	C. C., C. B. Fessenden, Jr. Sec., J. W. Smith,	Second and Fourth Mondays, 7:30 p. m. I. O. O. F. hall.
West Philadelphia No. 162, Philadelphia, Pa.	C. C., W. J. Maxwell, Chestnut Hill, Philadelphia. Sec., G. W. Lewis, 4128 Parrish st., W. Phila. Pa.	Alternate Sundays, commencing Oct. 13th, 2:00 p. m. Dental hall, N. E. cor 13th & Arch sts.
Oil City No. 163, Oil City, Pa.	C. C., J. M. Richards. Sec., C. W. Stone, box 144.	First Sunday, 4:00 p. m. G. A. R. hall.
Eagle Grove No. 164, Eagle Grove, Ia.	C. C., William Winebrenner, Sec., E. G. Yoakum, box 397.	Second and Fourth Sundays, 2:00 p. m. K. of P. hall.
Ft. Scott No. 165, Ft. Scott, Kans.	C. C., W. C. Long, 24 Caldwell street. Sec., J. A. Slaughter, 24 Little street.	First and Third Sunday, 2:00 p. m. I. O. O. F. hall, 10 Scott avenue.
Licking No. 166, Newark, Ohio.	C. C., and X.— W. H. Budd , Monroeville, O. Sec., George Busch, Jr., 63 Franklin street.	Second and Fourth Sundays, Miller hall
Frontier City No. 167, Oswego, N. Y.	C. C., J. H. Roche, 20 W. Albany street. Sec., J. B. Kintz, 51 W. Erie street.	Second and Fourth Sundays, at 4:00 p. m. Engineer's hall, N. Y. O. & W. bldg. East Oswego.
Jersey Shore No. 168, Jersey Shore, Pa.	C. C., W. G. Fields. Sec., J. L. Boyer.	First and Third Sundays, 2:00 p. m.
Neptune No. 169, Jersey City, N. J.	C. C., John Nicholson, 60 Montgomery street. Sec., S. H. Phipps, 160 Franklin st., Elizabeth, N. J.	First and Third Sundays, 2:30 p. m.: Roche's Hall, Grove & Morgan sts.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Camden No. 170. Camden, N. J.	C. C., J. W. Bodine, Madison ave., Mt. Holly, N. J. Sec., J. P. Ancker, P. R. R. depot.	First Sunday, 1:30 p. m. Third Monday, 10:30 a. m. O. R. C. hall, Front & Market street.
Thos. Dickson No. 171. Troy, N. Y.	C. C., Geo. W. DeLong, 2266 Sixth ave. Sec., DeO. Gibbs, 244 Ninth avenue.	First and Third Saturdays, 7:30 p. m. Odd Fellow's hall.
Mountain City No. 172. Altoona, Pa.	C. C., J. A. Warsing, 1914 Third avenue. Sec., J. A. List, 1200 Seventeenth street.	First Saturday, 7:30 p. m.: Third Sunday 2:30 p. m. Metcalf hall, cor Union ave and 16th st.
Long Pine No. 173. Chadron, Neb.	C. C., A. M. Wright, box 500. Sec., G. H. Benson, L. box 496.	First and Third Sundays, 9:00 a. m. Castle hall.
Greensburg No. 174. Greensburg, Pa.	C. C., J. Baughman. Sec., C. F. Keeley.	Second and Fourth Sundays, 2:00 p. m.
Memphis No. 175. Memphis, Tenn.	C. C., Z. J. Goodwin, 281 Georgia street. Sec., T. Q. Woodward, 146 Main street.	First and Third Sundays, 7:30 p. m. Second and Fourth Sundays, 2:00 p. m. K. of H. hall, 298 2d st.
Corning No. 176. Corning, N. Y.	C. C., J. D. Carlton, 295 E. Erie avenue. Sec., C. K. Lathrop, 24 E. Erie avenue.	First and Third Sundays, 2:00 p. m. Ansorge block.
Alliance No. 177. Alliance, Ohio.	C. C., C. W. Garland. Sec., M. R. Mathews, box 566.	First Sunday, 1:00 p. m.: Third Tuesday 6:30 p. m. K. of P. hall, E. Main st.
Great Northern No. 178. Grand Forks, N. Dak.	C. C., W. H. McGraw, Devil's Lake, N. D. Sec., W. H. Norrie, Crookston, Minn.	Second Sunday. K. of P. Hall, Third street.
Topeka No. 179. Topeka, Kans.	C. C., Geo. Colbert, 805 East Sixth street. Sec., C. C. Fellows, 310 Monroe street.	First and Third Sundays, 10:00 a. m. I. O. O. F. hall, 620 Kansas ave.
Atlanta No. 180. Atlanta, Ga.	C. C., D. M. Vining, 34 Pratt street. Sec., Ed. S. Fairbanks, 31 Mills street.	Every Sunday, 2:00 p. m. I. O. O. F. hall, Alabama and Whitehall sts.
Chillicothe No. 181. Chillicothe, O.	C. C., John Kopp, 566 N. High street. Sec. O. T. Dewey, 308 E. Second street.	Second and Third Sunday. I. O. O. F. hall.
Wolverine No. 182. Jackson, Mich.	C. C., H. F. Strong, 116 Seymour street. Sec., A. Swidensky, 311 Oak street.	Alternate Mondays, commencing Jan. 6th, at 2:00 p. m. A. O. U. W. hall, Mechanic and Main sts.
Knobley No. 183. Keyser, W. Va.	C. C., W. A. De Witt. Sec., P. Mullen, Piedmont, W. Va.	Every Monday, 9:00 a. m. B. and O. building.
Blue Ridge No. 184. Clifton Forge, Va.	C. C., C. J. Hunter. Sec., C. E. Pugh, box 85.	Second Monday, 1:00 p. m. Fourth Monday, 8:00 p. m. Masonic hall.
Lanier No. 185. Selma, Ala.	C. C., W. H. English, 1221 Alabama street. Sec., A. M. Sledge, 660 Parkman and Mitchell sts	First and Third Sunday, 2:00 p. m. I. O. O. F. hall.
Birmingham No. 186. Birmingham, Ala.	C. C., W. C. Rabb, 2016 Avenue G. Sec., W. H. Atkinson, box 2	Second and Fourth Sundays, 2:00 p. m. K. P. hall, 1st ave. between 19th and 20th streets.
Sunbury No. 187. Sunbury, Pa.	C. C., Nelson Comp. Sec., J. B. Van Dyke.	Second and Fourth Sundays, 2:00 p. m. P. O. S. of A hall, over Snyder & Co., Market st.
Stanberry No. 188. Stanberry, Mo.	C. C., T. J. Preston, box 271. Sec., Ed. Mulligan, box 256.	Second and Fourth Sundays, 2:00 p. m. I. O. O. F. hall, cor 1st and Park st.
Frontier No. 189. Pt. Edward, Ont.	C. C., S. E. Finch. Sec., James B. Richardson, drawer C.	First and Third Tuesdays, 2:00 p. m. I. O. O. F. hall.
Grafton No. 190. Grafton, W. Va.	C. C., M. H. Shields, Washington street. Sec., Z. C. Martin, box 215.	First and Fourth Sunday, 2:00 p. m. Brinkman's hall.
Yellowstone No. 191. Glendive, Mont.	C. C., W. S. Becker, box 44. Sec., H. L. Miller, box 8.	First and Third Sunday, 1:00 p. m.
East Saginaw No. 192. East Saginaw, Mich.	C. C., J. C. Brown, care F. & P. M. depot. Sec., Frank Gibson, (Saginaw, Mich., East Side. 838 N 2nd st., Saginaw, Mich., East Side.	First and Third Sunday, 1:00 p. m. K. P. hall, N. Washington st.
Lake Erie No. 193. Lorain, O.	C. C., B. N. Utterback, box 1072. Sec., M. J. Courtright.	First and Third Sundays, 9:30 a. m. Odd Fellow's hall.
Boookfield No. 194. Brookfield, Mo.	C. C., F. A. Ustick. Sec., D. R. Bigelow, L. box 406.	First and Third Sundays, 2:30 p. m. Wheeler's hall.
Sierra Nevada No. 195. Sacramento, Cali.	C. C., G. A. Warner, 716 L. street. Sec., M. V. Murray, 1216 P street.	Second and Fourth Sunday, 7:30 p. m. Y. M. I. hall, 7th street.
St. Johns No. 196. Jacksonville, Fla.	C. C., S. L. Earle. Sec., G. C. Floyd.	First and Third Sundays, 9:00 p. m. K. of P. hall, Reed bldg.
Brainerd No. 197. Duluth, Minn.	C. C., M. Hannon, care of Merchants Hotel. Sec., E. S. Richards, 1819 W First street.	First and Third Sunday, 9:30 a. m.; I. O. O. F. hall.
Holyoke No. 198. Springfield, Mass.	C. C., H. F. Davis, Chicopee Falls, Mass. Sec., A. A. Beals, The Cumberland, Holyoke, Mass	First Sunday, 2:00 p. m., K. of P. hall.
Pensacola No. 199. Pensacola, Fla.	C. C., J. R. Keeling, box 327. Sec., D. R. Coffey, box 327.	First and Third Saturdays, 8:00 p. m. K. of P. hall, W. Government st.
Bradford No. 200. Bradford, Pa.	C. C., E. Langworthy, Wellsville, N. Y. Sec., W. T. Bogart, 33 Jefferson street.	First and Third Sundays, 2:00 p. m. Cor. Main and Webster sts.
McKees Rocks No. 201. Chartiers, Pa.	C. C., J. W. Wright, box 302. Sec., D. H. Speer, box 407.	First Tuesday, 1:00 p. m.; 2d and 4th Monday 7:00 p. m. Christian's hall.
Augusta No. 202. Augusta, Ga.	C. C., S. L. Hollingworth. Sec., J. A. Hobbs, Covington, Ga.	Second and Fourth Saturdays, 7:30 p. m. I. O. O. F. hall, cor Ellis and Jackson sts.
Howe No. 203. Turro, N. S.	C. C., W. J. Dickson. Sec. William McClafferty, box 110.	McKay's hall, Inglis st.
Quaker City No. 204. Philadelphia, Pa.	C. C., I. G. Happerset, 1202 Welsh st., Chester, Pa Sec., and X— F. W. McVeigh , 420 Market st.	Alternate Sundays, commencing Jan. 12th, 1890, at 2:00 p. m. Dental hall, N. W. cor 13th and Arch sts
R. E. Lee No. 205. Norfolk, Va.	C. C., J. W. Baylor, 15 Willoughby av., E. Norfolk, Va Sec., and X— C. B. Armes , box 42 Crewe, Va.	First and Second Thursdays, Brampton hall.

NAME. NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Lincoln No. 206, Springfield, Ills.	C. C., C. A. Webb, 1004 E. Washington street. Sec., F. G. Schmitt, 1112 E. Monroe street.	Second and Fourth Sundays, at 2:00 p. m. Redmen's hall, cor. 5th and Monroe sts.
Butler No. 207, Butler, Ind.	C. C., J. G. Oatman. Sec., M. Garrison, box 307.	Second & Fourth Sundays, at 9:00 a. m. First and Third Mondays at 7:00 p. m.
Palmetto No. 208, Charleston, S. C.	C. C., J. P. Russell. Sec. and X.— W. H. Evans , Charleston hotel.	First and Third Sundays at 3:00 p. m. Masonic Temple.
Pocatello No. 209, Pocatello, Idaho.	C. C., Theo. Swanson. Sec. Ed. Cathcart.	Every Sunday, 2:00 p. m. Masonic hall.
Stonewall Jackson No. 210, Roanoke, Va.	C. C., J. W. Bondurant, care N. & W. R. R. Sec., J. F. Drish, 719 Second avenue, S. W.	First, Second and Fourth Sundays, at 2:00 p. m. I. O. O. F. hall.
Stevens Point No. 211, Stevens Point, Wis.	C. C., and X.— C. H. Baker , box 414. Sec., F. E. Bement, box 355.	First and Third Mondays, 2:00 p. m. Good Templars hall.
Slater No. 212, Slater, Mo.	C. C., J. M. Boyden, box 386. Sec., I. M. Rilea, box 94.	Second and Fourth Mondays, 2:00 p. m. K. of P. hall.
Barker No. 213, Michigan City, Ind.	C. C., A. E. Shires. Sec., W. C. Bush, box 320.	First and Third Sundays, 2:00 p. m. I. O. O. F. hall, cor. Mich. and Franklin streets.
Bartlett No. 214, Moncton, N. B.	C. C., W. M. Thompson. Sec., P. E. Heine, box 102.	Every Sunday, 2:00 p. m. Pythian hall.
Columbia No. 215, Columbia, S. C.	C. C., O. E. Hughes, R. & D. R'y. Sec., B. F. Turner, 217 Blanding street.	Second and Fourth Sundays. K. of P. hall, Opera House bldg.
Ottumwa No. 216, Ottumwa, Ia.	C. C., T. Minahan 430 E. Main street. Sec., D. C. DuBois, Lamborn street.	Second and Fourth Mondays, 7:30 p. m. K. of P. hall, cor. Main and Green sts.
Temple No. 217, Temple, Tex.	C. C., J. Finks. Sec., Charles Wreatham.	Every Monday, at 8:00 p. m. K. of P. hall.
Savannah No. 218, Savannah, Ga.	C. C., W. H. Wright, care De Soto Hotel. Sec., C. T. DeGraffenried, care C. R'y. Wadley, Ga.	Second and Fourth Sundays, 10:00 a. m. K. of P. hall, cor. Barnard and York sts.
New Brunswick No. 219, St. John, N. B.	C. C., John Wade. Sec., F. J. McPeake, St. John street, West Side.	Second Sunday, 2:00 p. m. I. O. O. F. hall, Union st.
Fremont No. 220, Fremont, Nebr.	C. C., W. P. Foote. Sec., E. E. Boggs, 620 E. Second strset.	First and Third Sundays.
Charlotte No. 221, Charlotte, N. C.	C. C., R. W. Moore, box 132 N. Danville, Va. Sec., C. S. Morrison, 317 W. Ninth street.	First and Third Sundays, 2:00 p. m. Masonic hall.
Illinois Valley No. 222, Ft. Madison, Ia.	C. C., G. M. Howard, R. 23, Dearborn sta. Chicago. Sec., F. W. Kimball, 2726 Iglehart Place, Chicago.	First and Third Sundays, 2:00 p. m. I. O. O. F. hall, Second st.
Algoma No. 223, Chapleau, Ont.	C. C., Wm. Yule. Sec., H. L. Nicholson, box 128.	Second and Fourth Wednesdays. O. R. C. hall.
Wilmington No. 224, Wilmington, Del.	C. C., J. H. Warfield, 912 Taylor street. Sec., Wilson Pierce, box 131, Delmar, Del.	First and Third Sundays. Masonic Temple.
Steuben No. 225, Hornellsville, N. Y.	C. C., A. J. Loftus, 41 Erie avenue. Sec., W. L. Collins, 18 Center street.	Second and Fourth Sundays, 3:00 p. m. E. O. M. A. hall, Bank of Hornellsville block.
Horton No. 226, Horton, Kans.	C. C., C. D. Stannard. Sec., W. H. Hollis.	Second and Fourth Sundays, 1:00 p. m. Donnellys hall.
Claude Champion No. 227, Lincoln, Nebr.	C. C., J. T. Weisman, 1110 Q street. Sec., O. S. Ward, 1035 N street.	First and Third Sundays, 3:00 p. m. A. O. U. W. hall, 1116 O st.,
Belle Plaine No. 228, Belle Plaine, Ia.	C. C., J. Speer. Sec., G. H. Swinney, box 173.	First and Third Sundays, 2:00 p. m. I. O. O. F. hall.
Nicolls No. 229, Reading, Pa.	C. C., George W. Brill, Delano, Pa. Sec., J. M. Bryan, 25 S. Front street.	Third Sunday, 10:00 a. m. Breneiser's hall, 8th and Penn sts.
Rome No. 230, Rome, Ga.	C. C., F. F. Starr. Sec., C. M. Fouché, 306 E. Fourth street.	Second and Fourth Sundays, 2:00 p. m. Broad street.
Vicksburg No. 231, Vicksburg, Miss.	C. C., A. J. Howard, care Washington hotel. Sec., A. L. Jaquith, 207 Walnut street.	Every Sunday, 2:00 p. m.
Sioux City No. 232, Sioux City, Ia.	C. C., D. W. Pollard, box 365. Sec., W. W. Flack, box 365.	First and Third Sundays, 2:00 p. m. K. P. hall, s. w. cor. 4th & Nebraska sts.
Bellows Falls No. 233, Bellows Falls, Vt.	C. C., A. G. Carlton, Brattleboro, Vt. Sec., W. H. Kinary, box 935.	Second Sunday, 2:00 p. m.; Fourth Saturday, 7:30 p. m. G. A. R. hall.
Berkeley No. 234, Martinsburg, W. Va.	C. C., D. McGinnis. Sec., G. V. Rathmann, box 108.	Every Monday, 9:00 a. m. Peoples Nat'l Bank bldg,
Freeport No. 235, Freeport, Ill.	C. C., G. G. McCarty, 1209 Rock st., Rockford, Ill. Sec. and X.— William Delaney , 94 Winslow st	Second and Fourth Sundays, 2:30 p. m. K. of P. hall,
St. Cloud No. 236, St. Cloud, Minn.	C. C., H. J. Work. Sec., W. S. Roath, box 1196.	Second and Fourth Mondays, 7:30 p. m.
Worcester No. 237, Worcester, Mass.	C. C., H. M. Pressey, care B. & A. R. R. Sec., D. W. Parkhurst, Blackstone st. freight office.	Second and Fourth Sundays, 11:00 a. m. Castle hall.
Sheridan No. 238, Chillicothe, Mo.	C. C., Wm. McHarg. Sec., H. S. Earll, L. box 76.	First Monday, 1:30 p. m.; Third Sunday, 9:00 a. m. I. O. O. F. hall.
Lexington No. 239, Lexington, Ky.	C. C., J. L. Seamount. Sec., H. F. Given, box 367.	First and Third Sunday, 1:30 p. m. Odd Fellow's hall.
Hiawatha No. 240, Marquette, Mich.	C. C., W. Sims, 134 Hewitt avenue. Sec., C. McKereghan, 201 Rock street.	Second Sunday, 2:00 p. m. Fourth Sunday, 7:00 p. m.
DeSoto No. 241, DeSoto, Mo.	C. C., W. C. Turner. Sec., A. A. Corneau.	First and Third Sundays, 7:30 p. m. K. of P. Hall.
Nipissing No. 242, North Bay, Ont.	C. C., F. J. Lee. Sec., J. H. Hughes, box 45.	Second and Fourth Wednesday.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Helena No. 243, Heena, Mont.	C. C. & X.—C. E. Snedaker, care N. P. Ry., Sec., Geo. Hall, box 797. (Missoula, Mont.)	First and Third Sundays, 1:00 p. m. I. O. O. F. hall.
Pike's Peak No. 244, Colorado Springs, Colo.	C. C., J. W. Mastin. Sec., J. W. Wilkey, box O.	First and Third Sundays. 2:00 p. m.
Winfield No. 245, Winfield, Kans.	C. C., J. H. Towne, Doane Block. Sec., J. C. Gerrety, care Mo. Pac. Ry.	
John McConiff No. 246, Wymore, Nebr.	C. C., J. D. Pennington Sec., George O. Huckett, lock box 15.	First and Second Sundays, 2:30 p. m. Masonic hall
Fishers Peak No. 247, Trinidad, Colo.	C. C., W. E. Gorman, 425 West Main street. Sec., E. S. Mabie, 601 East Main street.	First and Third Sundays. K. P. hall.
Tuscumbia No. 248, Tuscumbia, Ala.	C. C., G. M. Shackelford. Sec., J. D. Perryman.	First and Third Sundays, 7:30 p. m. 2d and 4th Sundays, 2:30 p. m. K. P. hall.
Mt. Tacoma No. 249, Tacoma, Washington.	C. C., J. S. Page, 1914 G street. Sec., F. E. McFarlane, box 212.	Second and Fourth Sundays, 1:00 p. m. Masonic hall.
Twin City No. 250, Bristol, Tenn.	C. C., J. M. Carter. Sec., G. W. Ellis, box 135.	Second and Fourth Sundays, 2:00 p. m.
Cotton Belt No. 251, Pine Bluff, Ark.	C. C., J. H. Neimeyer, box 88. Sec., T. O. Cooke, box 160.	
Holy Cross No. 252, Leadville, Colo.	C. C., W. C. Cooper, care C. M. Ry. Sec., D. F. McPherson, cor. W. 6th st. & Leiter av.	First and third Sundays. K. P. hall, 127 E. Fifth st.
Gogebic No. 253, Ashland, Wis.	C. C., Ed. Cleary, Antigo, Wis. Sec., W. A. Redner, care Commercial hotel.	Commencing Sept. 14th, 1890, will meet alternate Sundays at 10:00 a. m.
Clover Leaf No. 254, Frankfort, Ind.	C. C., Wm. Businger, box 570. Sec., B. F. Haselton, 410 S. Clay street.	Meets Second & Fourth Sundays. Good Templars Hall.
Mountain No. 255, Medicine Hat, N. W. T.	C. C., Wm. Crawford. Sec., J. N. Rankin.	
San Gabriel No. 256, Taylor, Texas.	C. C., R. A. Arnold, L. box 55. Sec., Jas. Anderson, L. box 272.	Every Sunday 2:00 p. m.
Herington No. 257, Herington, Kans.	C. C., J. B. Call, Salina, Kans. Sec., W. H. Thomas, lock box 43.	Every Sunday in O. R. C. hall.
Aberdeen No. 258, Aberdeen, S. Dak.	C. C., J. M. Robinson, 119 Eighth ave. west. Sec., E. H. Branch, 824 Third ave. west.	Second Sunday, 2:00 p. m. I. O. O. F. Hall
Waukesha No. 259, Waukesha, Wis.	C. C., Ira Yantis. Sec., A. Tyler.	First and Third Sunday, 2:00 p. m. Gove's hall, Main st. bet. Clinton st. and Grand ave.
Wabash No. 260, Forrest, Ills.	C. C., C. L. Corneau. Sec., H. Brennan, box 301.	Second and fourth Sundays, 2:00 p. m. Masonic Hall.
San Luis No. 261, San Luis Potosi, Mex.	C. C., E. A. Murray. Sec., J. H. Thompson.	Every Sunday in O. R. C. hall.
Red River No. 262, Gainesville, Texas.	C. C., J. M. Porterfield. Sec., J. B. Conlisk, 611 Moran street.	First and third Sundays, 8:00 p. m. K. of P. Hall.
Cumberland No. 263, Cumberland, Md.	C. C., D. Lechlitter. Sec., L. L. Dumire, 118 Fayette street.	Every Sunday, 9:00 a. m. I. O. O. F. Hall.
Raleigh No. 264, Raleigh, N. C.	C. C., C. B. Guthrie, box 309, Greensboro, N. C. Sec., J. T. Busbee, 104 W. Harget street.	Second and fourth Sundays, 2:00 p. m. Odd Fellows' Hall.
Chanute No. 265, Chanute, Kan.	C. C., E. A. Taylor, L. box 84. Sec., P. Farrell, box 242.	Second Sunday, 12:30 p. m.; 4th Sun- day, 7:30 p. m. Masonic Hall.
Staked Plains No. 266, Big Spring, Texas.	C. C., A. C. Hobart, 800 N. Stanton st., El Paso, Tex. Sec., J. G. Farnham, box 12.	First and Third Sunday, 2:00 p. m. Hall in Bressie building.
Terminal City No. 267, Vancouver, B. C.	C. C., G. F. Risteen, box 36. Sec., J. W. Stewart, box 36.	Second Sunday.
Marion No. 268, Marion, Iowa	C. C., A. W. Bell. Sec., C. R. Cornelius.	Second and Fourth Sundays, 2:30 p. m. A. O. U. W. hall.
Border City No. 269, Van Buren, Ark.	C. C., J. D. Hunt. Sec., W. B. Mann, box 248.	First and Third Sunday 2:00 p. m. Second and Fourth Sunday, 7:00 p. m. K. of P. hall
Youngstown No. 270, Youngstown, O.	C. C., J. Morris, 304 North avenue. Sec., F. J. Phelps, 19 Creig st., Newcastle, Pa.	First and Third Sunday 1:00 p. m. B. R. T. hall.
Cape Fear No. 271, Wilmington, N. C.	C. C., J. M. Walker, 115 South Second street. Sec., J. T. Alderman, 119 N. Mulberry street.	First and Third Saturdays, 8:00 p. m. K. P. hall
Montana No. 272, Glasgow, Mont.	C. C., H. J. Gleason. Sec., J. M. Hines.	First and Third Sunday 2:30 p. m.
Dickinson No. 273, Dickinson, N. Dak.	C. C., Wm. Gallagher. Sec., H. E. Hagerman.	
Kaukauna No. 274, So. Kaukauna, Wis.	C. C., F. H. Pease, Box 142. Sec., H. R. Piper.	First and Third Sunday, 2:00 p. m. A. O. U. W. hall.
Gaudalupe No. 275, Yoakum, Texas.	C. C., W. B. Goode, box 166. Sec., J. G. Dyas, 166.	Every Sunday, 1:00 p. m. Engineers' hall.

NAME NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Glenwood, No. 281, Glenwood, Pa.	C. C. P. Campbell, Belonda street, 32d ward. Sec., W. M. Shipley, cor. Renovo and Lytle sts.	First Sunday and Third Monday, 9:30 a. m.
Needles No. 282, Needles, Cal.	C. C., W. A. Patner, Sec., W. H. Mills.	Meet every Thursday, 2:00 p. m., B. L. E. hall.
Marceline Div. No. 283, Marceline, Mo.	C. C., E. N. Agnew, Sec., I. O. Wilkinson, 1110 4th st., Ft. Madison, Ia.	
S. A. M. 284, Americus, Ga.	C. C., W. J. Matthews, Sec., H. M. Stokes.	
Tekoa No. 285, Tekoa, Wash.	C. C., E. J. Palmer, Sec., F. A. Willis.	Second and Fourth Sunday.

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MRS. G. M. SAUER,	Ft. Wayne, Ind.
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NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Loyalty Division No. 2, Creston, Iowa.	President—Mrs. Rosa Stonehouse, Creston, Ia. Secretary—Clara Rouse, Creston, Iowa.	First and third Saturdays, 2:30 p. m. Potter Post Hall, E. Montgomery St.
Capital City Div. No. 3, Columbus, O.	President—Mrs. A. A. Shumaker, 105 Star Ave. Secretary—Mrs. Ed. Higgins, 689 S. Front street.	Second and fourth Thursdays, 2:30 p. m. I. O. O. F. hall, South High street.
Andrews Div. No. 4, Elkhart, Ind.	President—Mrs. H. Hussey, Aspinwold avenue. Secretary—Mrs. C. H. France, 325 Jefferson St.	Second and fourth Thursdays, 2:30 p. m. G. A. R. hall.
Erickson Div. No. 5, Philadelphia, Pa.	President—Mrs. C. L. Springer, 803 N. 26th St. Secretary—Mrs. A. H. McCauley, Tacony.	Alternate Wednesdays, 2:30 p. m. Early's hall, 1321 Arch street.
Banner Div. No. 6, Toledo, Ohio.	President—Mrs. J. H. Moore, 423 Langdon street. Secretary—Mrs. F. J. Stout, 536 Western Ave.	First and third Fridays, 2:30 p. m. I. O. O. F. Temple, Jefferson & Erie sts.
Newark Div. No. 7, Newark, Ohio.	Pres.—Mrs. John Doyle, 128 Vallandigham, Pa. Secretary—Mrs. J. W. Perry, 150 S. Third street.	Second and fourth Fridays, 2:30 p. m. Miller's hall.
Eastern Star Div. No. 8, Sunbury, Pa.	President—Mrs. Robert Kline. Secretary—Mrs. Joe Vandyke.	
New Jersey Division No. 9, Camden, N. J.	President—Mrs. Ella Elms. Sec. and Treas.—Mary Thorn.	
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 MRS. F. NORTHWAY, - - - - - Elkhart, Ind.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
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One cake of this efficacious and harmless remedy for removing DIRT and every species of discoloration, will perform its work, leaving hands and face the perfection of

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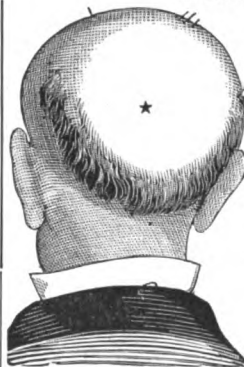
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Apr 92

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"Packer's Tar Soap is an excellent anti-septic, and especially useful in parasitic diseases."—DR. GEO. H. ROHÉ, *Medical Chronicle, Baltimore.*

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Including Kidney and Liver Troubles, Rheumatism, Gout, Sciatica, Lumbago, Nervous Exhaustion, Impaired Vitality, Brain Fog, Sleeplessness, Incipient Paralysis, Hysteria, Indigestion, Constipation, Loss of Appetite and Vigor, etc., yield like magic to the marvelous healing proprieties of

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Belts, Supporters, Braces, Insoles and Appliances,

Which have cured thousands of sufferers (both sexes)

Without the aid of poisonous drugs or quack nostrums. If any of our readers doubt the remarkable curative powers of these genuine and convenient appliances, we would ask them to write for our pamphlet of testimonials; or call, if possible, at our complete and extensive establishment, **373 Broadway, N. Y.**

DISEASE is the result, largely, of dep'ted nerve force and demagnetized blood. Dr. BRIDGMAN'S ELECTRO-MAGNETIC CORSETS, BELTS, INSOLES, and APPLIANCES have been demonstrated to be the best agency yet discovered for preventing the depletion and demagnetization, as well as restoring such forces when lost. These garments are unlike any other device for electrifying the system or charging it with magnetism. As a force it is self-supplying, retaining its virtue for years, and invariably benefits. They can always be relied upon.

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Be't or Corset, with Insoles for ladies, or Belt with Suspensory and Insoles for men, will be found of the utmost possible value in the incipient stages of disease; more especially in the earlier stages of nervous prostration. There are thousands to-day, male and female, living a lingering life of misery, who, had they but worn these life-giving appliances, would be now enjoying the blessings of life nature intended they should.

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These belts are especially adapted to Engineers, Firemen, Conductors and Trainmen whose Nerve and Organic Systems are constantly subjected to the jarring, disturbing and Enervating causes when on the road. To such we particularly recommend them. They will be found invaluable in preventing as well as curing their peculiar diseases.

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Your Appliances are of the best quality and very reliable, and I can heartily recommend them to all suffering humanity.

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Price of this our
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All sizes. Postpaid.

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These Belts are truly Electro-Magnetic, as any tyro in Electro-Therapeutics will inform you, and are absolutely reliable.

The Appliances promptly ANNIHILATE those WEAK and LAX-LIQUID FEELINGS, those BACK and SIDE ACHES, AND EXTERMINATE RHEUMATISM and many other diseases from the system. They are light and comfortable to wear, and are guaranteed to imperceptibly generate a mild continuous current of Electro-Magnetism, all-healing in its effect. They differ from the so-called Electric and Galvanic Belts which are usually worthless, and create sores on the body, leading to blood poisoning.

This is the cheapest cure in the world, and the best remedy for cold and wet feet, which often produce long and painful diseases. They also cure Rheumatism and Gout in the feet, and when worn with some of the above Appliances, materially assist in effecting a quick cure. They can be worn in your regular size shoe. Price 50 cts. a pair.



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Nov 92

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I have a positive remedy for the above disease; by its use thousands of cases of the worst kind and of long standing have been cured. Indeed so strong is my faith in its efficacy, that I will send two BOTTLES FREE, with a VALUABLE TREATISE on this disease to any sufferer who will send me their Express and P. O. address.

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May 92

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Will retain the most difficult forms of HERNIA or RUPTURE

with comfort and safety, thereby completing a radical cure of all curable cases. Impervious to moisture, may be used in bathing; and fitting perfectly to the form of body, are worn without inconvenience by the youngest child, most delicate lady, or the laboring man, avoid in all sour, sweaty, padded unpleasantness, being Light, Cool, Cleanly, and always reliable.

The Correct and Skillful Mechanical Treatment of HERNIA OR RUPTURE A SPECIALTY.

EITHER IN PERSON OR BY MAIL.

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For sale by all druggists.

Chichester's English Diamond Brand. PENNYROYAL PILLS



Original and Only Genuine. SAFE. Always reliable. LADIES ask Druggist for Chichester's English Diamond Brand in Red and Gold metallic boxes, sealed with blue ribbon. Take no other. Refuse dangerous substitutions and imitations. At Druggists, or send 4c. in stamps for particulars, testimonials and "Relief for Ladies," in letter, by return Mail. 10,000 Testimonials. Name Paper, Chichester Chemical Co., Madison Square, Philada., Pa.

Sold by all Local Druggists.

Jan. 92



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For the Skin, Scalp and Complexion. The result of 20 years' experience. For sale at Druggists or sent by mail, 50c. A Sample Cake and 128 page Book on Dermatology and Beauty. Illustrated on Skin, Scalp, Nervous and Blood Diseases and their treatment, sent sealed on receipt of 10c. Also Disfigurements like Birth Marks, Moles, Warts, India Ink and Powder Marks, Scars, Pimples, Redness of Nose, Superfluous Hair, Pimples, &c., removed.

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Consultation free, at office or by letter. Open 8 a.m. to 8 p.m.

Oct 92



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Send for Free Sample of Garfield Tea to 319 West 45th Street, New York City.

GARFIELD TEA Overcomes results of bad eating; cures Sick Headache; restores the Complexion; cures Constipation.

Oct 92 eom

Fat People

Desiring to reduce their weight can do so at home without starving or injury,—10 to 15 pounds a month. Permanent results. Send for proofs.

Mar. 92 DR. CLARKE, 186 S. Clark St., Chicago.



FAT FOLKS

reduced 15 to 25 pounds per month. Mrs. Sarah Barner, of Leavenworth, Kas., says: "My weight, 275 lbs. was a burden, I am reduced 87 lbs. your treatment is a grand success."

PATIENTS TREATED BY MAIL. No starving, no inconvenience, harmless and no bad effects. Strictly confidential. For circulars and testimonials address with 6c. in stamps, Dr. O. W. F. SNYDER, McVicker's Theatre, Chicago, Ill.

—ELY'S CREAM BALM—Cleanses the Nasal Passages, Allays Pain and Inflammation, Heals the Sores, Restores Taste and Smell, and Cures



CATARRH

Gives Relief at once for Cold in Head.

Apply into the Nostrils. —It is Quickly Absorbed. 50c. Druggists or by mail, ELY BROS., 56 Warren St., N. Y.

Nov. 92

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We don't talk against other companies but we attend to our own business and

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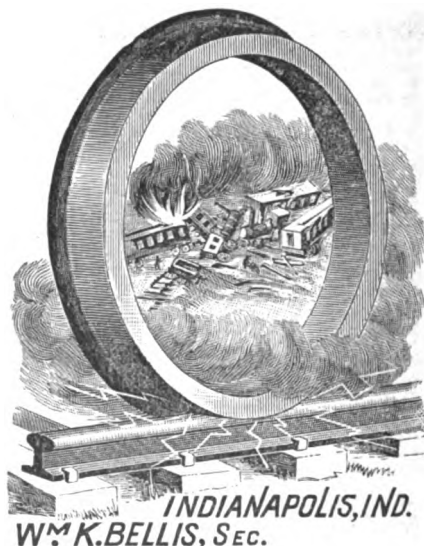
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RAILWAY OFFICIALS AND EMPLOYEES ACCIDENT ASSOCIATION,

Indianapolis, - - - Indiana.

OFTEN BECOMES

The
Wheel
of
Progress.



The
Wheel
of
Misfortune.

SAMUEL HARMON, passenger conductor on the C. H. & S. R'y. lost one of his legs by falling under the wheels, on March 21, last. He was insured with the RAILWAY OFFICIALS AND EMPLOYEES ACCIDENT ASSOCIATION of Indianapolis for \$5,000, and on March 25, upon receipt of the news, a draft for \$2,500 was sent to Superintendent H. O. Pond to be delivered to Conductor Harmon, this being HALF THE FACE OF HIS POLICY, to which he was entitled for the loss of one arm or one leg.

WHILE WE LIVE.

Not long ago two men were killed on the Denver & Rio Grande railroad. They were both insured in the Railway Officials' and Employes' Accident Association, of Indianapolis, Indiana. A night message was sent to W. K. Bellis Jan. 26th, received 27th, notifying him of the death of O. H. Cutler, and immediately, on receipt of the same, he wired a funeral benefit to the widow in care of W. A. Duell, superintendent of the Denver & Rio Grande railway, Pueblo, Colorado. And the same day a draft for the balance was mailed to R. L. Willard, their agent at Denver, to hand to the widow.

Brakeman Ralph States died in the Salida hospital on the morning of February 1, from injuries sustained in a wreck a week earlier, and his remains were shipped to North Platte, Nebraska. Mrs. States, his widow, was met at the depot by R. L. Willard, and the funeral benefit, \$250.00 handed her at 5:45 p. m. same day he died. Willard having received same by wire from Indianapolis, through the First National Bank of Denver, in three hours from the time the message was sent.—From the Western Railway, March, 1891

Dec 91

Legs and Arms with Rubber Feet and Hands.

(Mark's Patents.)



Indorsed by the United States government, the Industrial Exhibition Commissioners of New York, Philadelphia, Atlanta, New Orleans, etc., the eminent surgeons in the country, and over 12,000 men, women and children who wear them, residing in all parts of the world.

The rubber foot and hand possess the most natural appearance, the greatest durability and comfort of all artificial limbs. Vast numbers of mutilated men and women are, by the use of rubber hands and feet, enabled to mingle with the rest of the world without betraying their loss or experiencing great inconvenience.

Railroad men who have lost one or more of their limbs, are enabled to resume their vocations by the use of these remarkable inventions.

WELLSVILLE, Columbiana Co., Ohio.

A. A. MARKS, New York:

Dear Sir:—It gives me great pleasure to inform you that the rubber hand you made for me is entirely satisfactory, and pleases me greatly, as I hold the position of ticket agent at a prominent point on the Pennsylvania Company's lines, and having a large number of tickets to stamp daily with the rubber hand, and having used the same for about five years, I am in a position to know the value of the hand. I have seen a great many artificial hands, yet I have never seen one to compare with mine for a good fit, servability, and durability.

Yours truly, JOHN WOOLLEY.

A conductor on a Western Express is the marvel of those who have been let into his secret. Although having had both of his feet amputated, he is a conductor of extraordinary ability.

He passes through his train when going at the rate of fifty miles an hour; he collects and punches tickets with the suavity of one proud of his position. The car jolts, hitches, sways and he retains his balance without the least awkwardness.

At stations he alights with agility, watches his passengers and gives signals, boards his train and walks the passageway with the steadiness of one possessing his natural legs.

Day after day for three years he has performed this round of duty, and not a soul has had occasion to suspect that he operates on a pair of artificial legs with rubber feet, and only those to whom he voluntarily reveals his condition ever know of his dependence on artificial extremities. His movements are graceful, his appearance is natural, his step is firm and elastic, and his power is complete.

All this is made possible by the use of rubber, of which the feet are largely composed; the old styles of artificial limbs, with wooden feet and mechanical joints, would render this man unsafe, tottlish, unsteady and unfit for a position that requires sound footing. The engraving represents Mr. Wade operating on his artificials in his chosen profession.

By a copyright formula, furnished by us on request, applicants can supply us with all the data necessary to secure fit and satisfactory results, while they remain at home. One half the legs and arms furnished by us are made from measurements and profiles, without seeing the wearers. This new method is a great convenience for those living at a distance. Fit always guaranteed.

A treatise of over 430 pages, with 258 illustrations, and a thousand indorsements and testimonials will be sent free of charge.

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Assorted designs.

We guarantee this watch to be exactly as represented and to fill all requirements of the Railroad service. The movement is manufactured for us by the celebrated Hampden Watch Co. of Canton, Ohio, and bears the stamp of John C. Dueber whose name has become national as president of the company. The movement is nickel, full jeweled with four pairs of red rubies, set in solid gold, Patent safety center pinion, Breguet hair spring, Tecske's improved patent regulator, quick train action 18000 beats to the hour, provided with patent dust bands. The dial is made of genuine French Enamel, double sunk, with red arabic marginal figures. This movement is perfectly adjusted to heat, cold and position, and tested to stand the most exacting railroad inspectors.

The case of this Railroad Watch is full 14 K gold filled, open face or hunting, warranted to wear 20 years and look equal to solid gold. It is made in the latest Bassine style, dust proof, full hand engraved, perfect in workmanship and elegance and manufactured specially for our trade by the celebrated James Boss of world wide reputation.

The price quoted for this watch is a low wholesale one, and within the reach of all careful and prudent Railroad men, whatever may be the position they occupy in the service. We have endeavored in placing this watch before the railroaders to fill all their requirements, and give the best value in the trade.

We would strongly recommend all railway men desiring a FIRST CLASS Watch to consider our offer, and give it due consideration. This watch will be sent C. O. D. by Express subject to examination on receipt of \$1 as a guarantee of good faith, and the amount will be deducted from the bill.

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May 92

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No Money Required Until After Full Examination.

The Railroad Man's Watch.

The case is the world famed "JAMES BOSS"

14-k gold filled, warranted to wear for 20 years, equal to solid gold, of their latest style, dust proof, full hand engraved, perfect in workmanship, and fitted with a *B. W. Raymond*, Elgin, or *Appleton, Tracy & Co.*, Waltham, 15 Ruby Jewels, Pat. Regulator, Full Adjusted, Double Sunk Dial, Breg. Hair Spring, Stem Wind and Stem Set, Full Plate, and tested to stand the most exacting railroad inspectors.

Our Price Only: Hunting Case, \$29.50;
Open Face, \$27.00.

We can furnish the above movements in open face 3-oz. Coin Silver, Screw Bezel Case, for \$19 50, or in Silverine 3-oz. open face, for \$16 00.

We will send any of the above watches to your express office C. O. D., subject to full examination. If on examination at the express office you find it as represented, pay the express agent the amount, we paying all charges, and it is yours, otherwise you pay nothing and it will be returned at our expense. Address,

Nov. 92

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Will furnish members of the Order, Howard Watches at reduced prices, also any Watch made. Always have bargains in fine Diamonds. Carry a complete line of Optical Goods—have the finest case of Test Lenses in the city, fitting difficult eyes a specialty,—best watch maker in the city—do all kinds of repairing. All goods and work guaranteed. Yours in P. F.,

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Practical Optician & Jeweler,
22 years experience.

Div. No. 55.
Nov. 91



Jan. 92

PILES.

Nov. 92.

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Church, Chapel and Parlor Organs, Grand Square and Upright PIANOS, beautiful Wedding, Birthday or Holiday Presents. Great BARGAINS. Write for Catalogue. Address, DANIEL F. BEATTY, Washington, New Jersey.

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"WOOL FLEECE KNIT."

Men's Women and Children's Underwear, Comfort Coats, and Jackets, Chest Protectors, Bowel and Kidney, Etc., Etc.

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Acknowledged by Editors, Railway Conductors and in use by Railway Employes throughout the country.

The wear is recommended by leading physicians in Europe and America, endorsed by U. S. Army and U. S. Navy Equipment Boards, Police and Fire Departments of large cities.

Particularly indicated in Rheumatism, Pulmonary Consumption, Kidney Disease and Bowel Complaints as well as a general preventative of colds caused by changes of temperature.

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May 92

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If any boy or girl under 18 wants an elegant High Grade Safety Bicycle they can obtain it free without one cent of money. We shall give away, on very easy conditions, 1,000 or more.

DESCRIPTION OF BICYCLE. The wheels are 26 inches with crescent steel rims and molded rubber tires, and run on hardened steel cone bearings, adjustable to wear, geared to 46 inches; detachable cranks; four to five inches throw; frame finely enameled, with nickel trimmings. Each machine is supplied with tool bag, wrench and oiler. Equal in quality to those sold on the market for \$45.00. We have both boys' and girls' styles. We deliver the bicycle free of all charges anywhere in the U. S. If you want one write at once to **WESTERN PEARL CO., 334 Dearborn St., Chicago, Ill.**

Aug. 92

10,050 COPIES OF

"20 Years with the Indicator"

Have been sold to April 15th, 1891. A large 8vo. book, 285 pages, price \$2.50. It is full of information. Ask your bookseller to get it and take no other. Apr. 92

DRS. THURSTON & HORNER,
Physicians and Surgeons,
612 Central Avenue, HOT SPRINGS, ARK.

Correspondence Solicited. Jun 92 p Dec 91

— **TAKK** —

Peak's Dyspepsia Remedy!

**NEVER FAILS. BEEN IN USE
FIVE YEARS.**

Sample bottle by mail 50c. Address
H. M. PEAK, Ellmore, S. C.
Jan 92

\$20.50 will buy the "RAILROADER" in a silver case. The best railroad watch in the market. The movement is warranted to be an accurate time-keeper. Solid nickel, patent regulator, full jeweled, Breguet hair spring, and adjusted. Send \$1 and I will send C. O. D. with privilege of examination. Emblem Pins, Charms, Cings, Buttons, etc. in stock and to order. Medals, Ribbon badges, etc., Railroaders Lamps. Badges, of all orders. Send stamps for catalogue.



Charm No. 738. Solid gold. Price \$5 to \$8; rolled gold \$2 to \$3.50; swan's eye gold \$6; plate \$3.



737—solid gold, \$2, plate \$1.



293 solid gold \$1.00; plated 50c.



956, Solid gold \$1.50; plated \$1.; Without hanger, gold \$1.25; without hanger plated 75c; gold button \$1.25.



737 1/2—Solid gold \$5 to \$10:

Jan 92

G. A. SCHLECHTER,
600 and 602 Penn St., Reading, Pa.

CONDUCTORS: PULL THE BELL ROPE!

You are exposed to sudden drafts, changes of temperature, and injuries. Look Out!

ST. JACOBS OIL

Cures **RHEUMATISM,**

**SPRAINS, BRUISES, CUTS, WOUNDS, SORENESS, STIFFNESS,
SWELLINGS, BACKACHE, NEURALGIA, SCIATICA,**

BURNS.

A PROMPT AND PERMANENT CURE.



May 92

\$1,000

FOR AN
OLD COIN.

and by merely keeping your eyes open when handling money, you may find many coins that we want. A short time since, a Lynn, Mass., shoe dealer found a coin worth \$100. Recently a Scotchman in an Illinois town came across a coin worth \$50. Others have done even better. The *New York World* says: "Many people have become rich by looking after coins wanted by collectors." The *Home Journal* says: "Collecting coins is a very profitable business now-a-days, as there are but few in it. One Boston broker, Mr. W. E. Skinner, buys from agents all over the country, and pays them big sums for rare coins." Coins that are very hard to find in one section of the country are often easily found in others. Largest business, highest prices. Write at once for further particulars enclosing stamp for reply, which may be worth hundreds of dollars, perhaps a fortune to you. W. E. SKINNER, Reliable Coin Broker, 325 Washington St., Boston, Mass.

IF YOU HAVE ANY COINS dated before 1871, with plain date, send us a list. We pay high prices for hundreds of dates and kinds. Among coins that we want are: silver dollars dated between 1794 and 1868; dates of half dollars before 1864; quarters of all dates before 1868; all dates twenty-cent pieces; all dates dimes before 1869; silver five-cent pieces before 1867; five-cent nickels of 1877 and 1883; all dates of silver three-cent pieces; nickel three-cent pieces before 1870; two-cent pieces between 1864 and 1873; all large copper cents, also small cents with eagles on, also cents of 1853 and 1857; all half-cents; foreign coins, fractional and Confederate currency, etc. For above we **PAY BIG AMOUNTS** over face value, if in required condition. This is a comparatively new business,

Nov 92

Christian Bauman,

Successor to JAS. A. FOSTER,

—MANUFACTURER OF—

Foster's Patent Artificial Limbs,

Choparts' Apparatus, TRUSSES, Supporters and Apparatus for all kinds of Deformities; Crutches, Elastic Stockings, Suspensory Bandages, Shoulder Braces, and Metallic Furnishings for Artificial Limbs.

31 Grand River Avenue,

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Mar 92



THE International Fraternal Alliance.

Largest Endowment Order in America.



Money to Loan
At 8 per cent. on policies
by this first class fraternal
Order. Anybody can act as
an agent. Active farmers, 4-
well, ladies also. \$200 to
\$4,000 in from 8 to 7 years
during life, and \$7 to \$49
weekly in sickness. Mention
this paper and write at once
to
(Big Pay.)
S. GLENSOR,
8 Union Square, New York.

Pays \$700 to \$4,900 during life, as follows:
\$200 to \$1,400 in three years; \$200 to \$1,400 in five years, and \$300 to \$2,100 end of seven years.

\$7 to \$49 a week in case of sickness or accident.

Death benefits also paid.

Cost to join, \$5; Assessment, \$1.50.

Agents wanted among Conductors.

Write to C. H. UNVERZAGT, Manager, 8 Union Square, New York.

Mar 92

When Writing to Advertisers Mention
THE RAILWAY CONDUCTOR.

21

HOOSAC TUNNEL ROUTE

Superb Equipment, Excellent Train Service
Fast Time, and Courteous Employees
make the

Fitchburg Railroad.

The Favorite Line.

Fast Express Trains

With elegant PALACE PARLOR and SLEEP-
ING CARS to and from

CHICAGO and BOSTON,

—AND—

ST. LOUIS and BOSTON,

—VIA—

Niagara Falls,

without change.

The Popular Route for all points in Northern New
York, Vermont, and Canada.

The Only Line running through cars, without change,
from Boston to Rutland, Brandon, Middlebury, Vergen-
nes, and Burlington, Vt.

The Picturesque Route from Boston to St. Albans, St.
Johns, Ogdensburg, Ottawa, Montreal and Quebec.

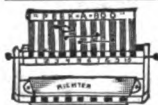
Elegant Palace Sleeping Cars to and from

MONTREAL and BOSTON without change.

For Time Tables, etc., apply to any Agent of the Fitch-
burg Railroad.

J. R. WATSON,
Gen'l Pass. Agent, Boston, Mass.

C. A. NIMMO,
Gen'l West. Pass. Agt., Troy, N. Y.



Learn to Play the Mouth-Organ.

Chart and circular free. Will teach
anyone to play a tune in ten minutes.
Send 2-cent stamp for Catalogue of
Musical Instruments. Agents wanted.
MUSIC NOVELTY CO., Detroit, Mich.
May 92.



MATRIMONIAL!

Package of Cabinet Size Pictures.
Also full written descriptions [includ-
ing residences] of respectable ladies
who want to correspond for fun or
matrimony, sent in plain, sealed enve-
lope, for only 10cts. We have 3,000 lady
members of every age and nationality;
many of them are beautiful and
wealthy. Give description of the ladies
with whom you wish to correspond. We
can suit you. Address

LOCK DRAWER 697, CHICAGO, ILL.

June 92

A PRESENT

A sample bottle of the best medicine on earth
that gives prompt relief and actually performs
positive and permanent cures in all cases of Dys-
pepsia, Indigestion, Liver Complaint, Bilious-
ness, Sick Headache, Sour Stomach, Nervous
Debility and even Consumption, will be sent free
to every reader of this paper who writes during
this month. I have thousands of testimonials
from grateful patients who have been cured of
these distressing and dangerous diseases. As I
do not ask you to pay even one cent for a sam-
ple bottle of this wonderful remedy and prepay
all charges, you will be guilty of a crime against
yourself if you do not send for it at once, and
give it a fair trial. Remember it costs you noth-
ing but the trouble of writing for it. If it does
not prove as I claim, I am the loser, not you.
Write to-day. Address

Prof. HART, 68 Warren Street, New York.

Dec. Feb. Apr.

For the Finest, Handsomest and
Lowest-Priced

Regalia and Jewels

FOR THE

Order of Railway Conductors,

WRITE TO

The M. C. Lilley & Co., Columbus, O.

The Largest Manufactory of Secret Society
Goods in the World.

Jan. 92

BE A MAN

APOLLO WAS A PERFECT MAN.

PERFECT IN FORM!—MATCHLESS IN WAR!

So anxious were the ancients for stalwart men that

puny boys at birth were put to death.

Every MAN can be STRONG

and VIGOROUS in all respects.

YOUNG MEN OR OLD,

suffering from NERVOUS

DEBILITY, Physical Decay,

Loss of Strength, or Mental

Worry, caused by Sickness, Excesses

or Overwork restored to PERFECT

HEALTH and the NOBLE VITALITY

of STRONG MEN, the Pride and Power

of Nations. We claim by years of prac-

tice by our exclusive methods a uniform

"MONOPOLY OF SUCCESS" in

treating ALL DISEASES. Weakness

and Afflictions of Men. Testimonials

from 50 States and Territories.

will be sent free, sealed, post-

paid, for a limited time. Get it

while you can. Full explanations for HOME TREAT-

MENT. You can be FULLY RESTORED as Thousands

have been by us. Read our testimonials. Address at once

ERIE MEDICAL CO. BUFFALO, N. Y.



OUR NEW BOOK

will be sent free, sealed, post-

paid, for a limited time. Get it

while you can. Full explanations for HOME TREAT-

MENT. You can be FULLY RESTORED as Thousands

have been by us. Read our testimonials. Address at once

ERIE MEDICAL CO. BUFFALO, N. Y.

Nov. 92

Scribner's Magazine.

AN EXCEPTIONAL YEAR.

The Year 1891 has been marked by a greater advance than any similar period since the Magazine was established. Not only has the literary and artistic excellence been maintained and increased, but a corresponding gain has been made in the sale and influence of the Magazine. At the end of 1891 the circulation has risen to more than 140,000. It may justly be promised that the further improvements for the coming year will be proportionate to these largely increased opportunities.

FOR NEXT YEAR.

It is not possible to give, in a brief space, an account of all the features in preparation, but the material is deficient in neither importance nor range of subject. Among the subjects treated:

The Poor in the World's Great Cities.

It is proposed to publish a series of articles, upon a scale not before attempted, giving the results of special study and work among the poor of the great cities. The plan will include an account of the conditions of life in those cities (in many lands) where the results of research will be helpful for purposes of comparison as well as for their own intrinsic interest. While, from a scientific point of view, the articles will be a contribution of great importance, the treatment will be thoroughly popular, and the elaborate illustrations will serve to make the presentation of the subject vivid as well as picturesque.

WASHINGTON ALLSTON. Unpublished Reminiscences and Letters of this foremost among early American painters. A number of illustrations will lend additional interest to the articles.

OUT OF DOOR PAPERS. In the early spring will be begun a number of seasonable articles, among them being: **SMALL COUNTRY PLACES**, how to lay out and beautify them, by Samuel Parsons, Jr. **FISHING LORE FROM AN ANGLER'S NOTE-BOOK**, by Dr. Leroy M. Yale. **MOUNTAIN STATION LIFE IN NEW ZEALAND**, by Sidney Dickinson. **RACING IN AUSTRALIA**, by Sidney Dickinson, with illustrations by Birge Harrison. The illustrations are made from original material.

A full prospectus appears in the Holiday Number, now ready,

PRICE, 25 CENTS. \$3.00 A YEAR.

CHARLES SCRIBNER'S SONS, Publishers, 743 and 745 Broadway, New York.

Wide Awake A FEW OF THE GOOD THINGS FOR '92.

100 pages each month; only \$2.40 a year.

PERFECT ENTERTAINMENT FOR THE PASSING HOUR.

"Fair Harvard." Several members of the class of '91 have promised to contribute.

"Such Stuff as Dreams are Made of," by JOHN MEAD HOWELLS (son of W. D. Howells), will appear in the Christmas (Dec.) number.

"In a Thunderstorm," by ROBERT BEVERLEY HALE (son of Edward Everett Hale), the clever second of the set, will be published later.

JACK BRERETON'S THREE MONTH'S SERVICE. by Mrs. Maria McIntosh Cox. A true story of the Civil War, a Northern village, and a young home hero.

"THAT MARY ANN" by Kate Upson Clark. "Mary Ann" is a girl of our own day. Sure to be the gayest serial of the year.

SERIALS,

THE LANCE OF KANANA, by Abd el Ardavan. A brilliant story of Oriental adventure and youthful patriotism; historically true.

THE WRITINGS-DOWN OF DROTHY HOLCOMB. Two common-sense, real-girl sort of girls; their experiences and various happenings, projects, opinions.

One Man's Adventures, by Lieut.-Col. Thorndyke.

A dozen thrilling adventures, strictly true. In Arctic Pack-Ice. A Tiger's Breath. Out of Paris by Balloon. Getting Away from Gibraltar. On Board a Pirate's Junk. A Night with a Chinese Prefect.

A New Kind of Indian Story, by Mrs. Harriet Maxwell Converse.

I. How I Became a Seneca Indian. II. The Strawberry Feast at the Long House. III. With Seventy Sachems. IV. The Fire-fly Song of Indian Children.

Ballads, Poems, Pictorial Articles, by Mary E. Wilkins, [Susan Coolidge, Celia Thaxter, Mrs. Jane G. Austin, and others.

D. LOTHROP COMPANY, Publishers, BOSTON, MASS.

"Lives there a man with soul so dead,
Who to himself hath never said"

GENERAL GRANT'S MEMOIRS

Should be in my Library and now when I can get the Original
\$7.00 EDITION for

CENTS 50 CENTS

IS THE TIME FOR ME TO GET IT!

No book has ever had such a sale in the United States as General Grant's Memoirs. Over 650,000 copies have already gone into the homes of the rich, but the subscription price of \$7.00 has placed it beyond the reach of people in moderate circumstances.

We will send you General Grant's Memoirs, publishers' original edition, best paper, cloth, green and gold binding, hitherto sold by subscription at \$7

FOR 50 CENTS

PROVIDED you send your subscription to THE RAILWAY CONDUCTOR for one year, and also a subscription of \$3.00 for The Cosmopolitan Magazine, the brightest and cheapest of the great illustrated monthlies, itself equal to the best \$4.00 magazine.

If, however you have Grant's book, the Cosmopolitan's offer will permit you to take instead,

Gen. Sherman's Memoirs, 2 vols., sold by subscription for \$5.00.

Gen. Sheridan's Memoirs, 2 vols., sold by subscription for \$6.00.

Gen. McClellan's Memoirs, sold by subscription for - \$3.75.

All these are bound in cloth, green and gold, in uniform style with Grant's Memoirs.

The postage on the books, at the rate of 1-2 cent per ounce, must be remitted with the order: Gen. Grant's Memoirs, 96 oz.—48 cents; Gen. Sheridan's Memoirs, 92 oz.—46 cents; Gen. Sherman's Memoirs, 84 oz.—42 cents; Gen. McClellan's Memoirs, 48 oz.—24 cents, or books can be sent by express at the expense of the subscriber.

Send at once \$3 for year's subscription to the Cosmopolitan, \$1 for year's subscription to THE RAILWAY CONDUCTOR, and 50 cents for a set of Memoirs—\$4.50 in all—to which add postage on the particular set of Memoirs selected.

***Address THE RAILWAY CONDUCTOR,
Cedar Rapids, Iowa.***

Caps

Badges

Buttons

Punches

Lanterns

Etc., Etc.

*Write for our RAILWAY CATALOGUE and
our HAT FASHION PLATE.*

HART & DUFF HAT CO.,

July 92

113 N. Broadway, St. Louis.

ADVERTISE !

— IN THE —

RAILWAY CONDUCTOR,

— IF YOU WANT TO BRING YOUR WARES DIRECTLY BEFORE —

EVERY PROMINENT CONDUCTOR!

EVERY RAILROAD!

EVERY RAILROAD OFFICIAL!

EVERY RAILROAD EMPLOYEE!

IT NEVER FAILS TO BRING RESULTS if you have a desirable article to sell to any of above class. Try It. Our sole agent, W. N. GATES, Cleveland, O., will either make you a personal call, or write you full particulars as to terms, etc., which are very reasonable.

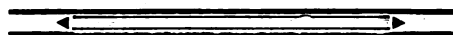


Spet. 02

When Writing to Advertisers Mention
THE RAILWAY CONDUCTOR.

“ THE BEST ! ”

The Dueber Watch Case.



**The largest establishment on the Globe for the manufacture of
Watch Cases is the factory of**

— THE —

Dueber Watch Case Manufacturing Co.

AT CANTON, OHIO. MORE THAN

TWO AND A HALF MILLIONS !

**of these incomparable Watch Cases are now in the pockets of
the people, and all having one can rest assured that
they have the very best Watch Case made,**

**A beautiful colored Hanger, advertising Dueber Hampden Watches, will be sent to any one who
will send address to THE DUEBER WATCH CASE MFG. CO., CANTON, OHIO.**

“THE BEST TIME KEEPER”

THE HAMPDEN WATCH.

Gulf, Colorado & Santa Fé Railway Co.

CLEBURNE, Texas, June 18th, 1891.

**I wish to state that I have been carrying a Hampden New Railway Nickel
Movement No. 657196 since Jan 10th, during which time it has not varied quite
forty seconds. It is the finest time piece I have ever carried, and on several occasions
I have had a controversy with conductors as to the correct time. A call for
time always proved the Dueber-Hampden on time and the watch of the conductor
wrong.**

Yours Truly,

A. J. SCHMIDT,

Div. 206—B. L. E. Lodge 449—B. L. F.

Cleburne, Tex.

Dueber Hampden Watches

**are the best Timekeepers. Our guarantee for their performance is almost unlimited.
We would like to hear from any one who carries one of our Watches,
regarding their performance and timekeeping qualities.**

HAMPDEN WATCH CO.

CANTON, OHIO.



O. 13.

AUGUST, 1891.



OL. VIII.

THE

Funk E
749 no 37th st

RAILWAY CONDUCTOR

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DIRECTORY
NUMBER.

Published by the



CEDAR RAPIDS, IOWA.

THE WORD "AGENCY" DEFINED.

The word is used by us in the same sense as by Dunlap, Youman, or Knox, viz: We all sell goods to only one merchant in each town or city. That merchant is known to his customers as our agent, and has the exclusive right to sell all and any of the goods made by us.

Our Trade Mark is printed on the lining, or the leather of each hat, and our agents' firm name is printed underneath it in first orders, and duplicates not ordered for immediate shipment. This indicates to customers that our goods are to be found in the store of that merchant only. We sell goods at retail in our store, but to points where "agency" has been established will fill retail shipping orders through our agents only.

In accepting the "agency" there are two conditions imposed: The first of which is, that the merchant must buy of us each season a quantity of "Our Style" Stiff Hats suitable to the wants of his trade. We do not name any exact quantity that must be bought; we only insist that our new style shall be in his line at the opening of each season, knowing that the merit and desirability of the hat will cause him to order from time to time.

The second condition is, that the goods MUST NEVER BE SOLD AT LESS THAN OUR RETAIL PRICE.

We issue this season "one style", known as the "H. & D." hat, which we place on the heads of our best customers, and also in the hands of our agents; it is in six heights of crown and widths of brim—it is distinctively "Our Style," as the hat throughout is designed by us, and not copied from the style of any other hatter.

Our Spring Hat is designed in the previous October, and our Fall Hat in the month of May. From this you will see that we are not dependent upon others for our ideas in this particular.

In point of quality, style and finish they are the EQUAL in all respects to any Five Dollar Hat in the land. We guarantee, and request our Agents to take back, and replace with another hat, any which break, or on which the shellac comes to the surface.

In this connection, it is proper to say that, in the past three years, neither have we nor any of our Agents been shown a bad hat.

Sample lines of these hats, together with our lines of Silk, Soft, Cloth and Straw goods, will be on exhibition during each season to our Agents (or those having the matter under advisement), at at our store room and also in the hands of our traveling salesmen.

It is not possible to visit all points in the limited time at our disposal; but we will endeavor to have our salesmen go to those places from which inquiries are made, except in so far as it would interfere with their visits to Agencies already established.

If we find it impossible to pay you a visit this season, we would be glad to have you call on us when you visit this market; or in the event of your not coming, allow us to send you samples.

OUR FASHION PLATE is issued on the 1st of March, and again on the 1st of September. We carry in it a card or advertisement of our Agents, and print for each a reasonable quantity.

We address the wrappers and wrap the FASHION PLATES, provided we are furnished with a list of names for the purpose, leaving for the Agent the work and expense only of postage and mailing. We send the FASHION PLATE with the first shipment of goods.

Control of our Line of Railway goods goes with the Agency.

HART & DUFF HAT CO.,

113 North Broadway, St. Louis, Mo.

"THE BEST!"

The Dueber Watch Case.



The largest establishment on the Globe for the manufacture of
Watch Cases is the factory of

—THE—

Dueber Watch Case Manufacturing Co.

AT CANTON, OHIO. MORE THAN

TWO AND A HALF MILLIONS!

of these incomparable Watch Cases are now in the pockets of
the people, and all having one can rest assured that
they have the very best Watch Case made.

Look for the name **DEUBER** in your Watch.

The Deuber Watch Case Mfg. Co., Canton, O.

Railroad Employees:

If you have not provided yourselves with the Hampden 17 Jewels Adjusted, Standard
Watches, named:

"Anchor," "New Railway," "Special Railway,"

Ask your Jeweler to show them to you without delay. They are the Watch for Railway
Service, and, excelling all others, will please you with their performance.

The following is a sample of letters daily received:

Gulf, Colorado & Santa Fé Railway Co.

CLEBURNE, Texas, June 18th, 1891.

I wish to state that I have been carrying a Hampden New Railway Nickel
Movement No. 657196 since Jan 10th, during which time it has not varied quite
forty seconds. It is the finest time piece I have ever carried, and on several occa-
sions I have had a controversy with conductors as to the correct time. A call for
time always provid the Dueber-Hampden on time and the watch of the conductor
wrong.

Yours Truly,

A. J. SCHMIDT,

Div. 206—B. L. E. Lodge 449—B. L. F.

Cleburne, Tex.



NO. 16. NOVEMBER, 1891



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RAILWAY CONDUCTOR

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